TECHNOLOGY DEPT.

A National Newspaper for Every Branch of the Industry

First Copy

Automotive Daily News

★CARS★ SHOP EQUIPMENT TRUCKS ★★AVIATION★★ PARTS ACCESSORIES ★TIRES★

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MAR 24 1930
DETROIT

February Production Tops January by 26%

AMERICAN AUSTIN WILL MARKET NEW SPECIAL DELIVERY

Best Says Car Introduces New Vogue In Field

DETROIT, March 6.—Announcement is made by the American Austin Car Company here of a special delivery car to be included in its line of bantam cars to be introduced this spring.

"The merchant's delivery car is more than his advertisement—it is his representative, which reflects the prestige and character of his business," Mr. Best, general sales manager of the American Austin Car Company, Inc., explained.

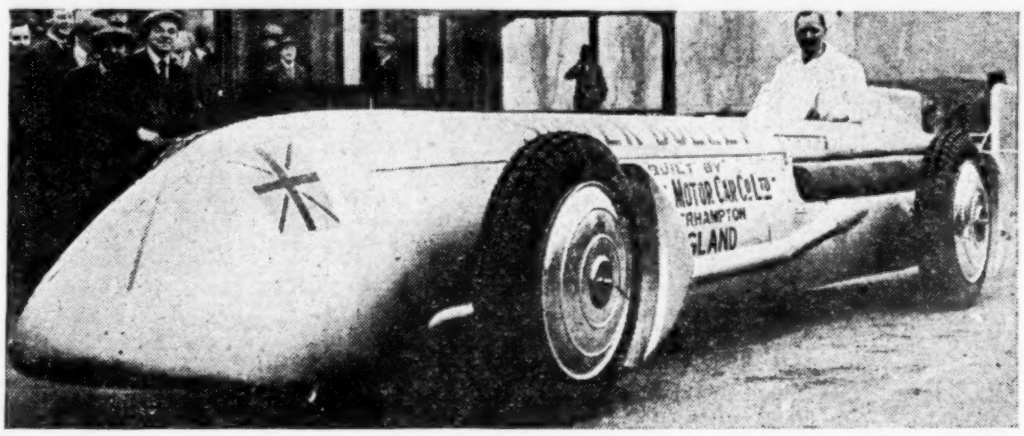
"The Austin Special Delivery will introduce in this market a car so smart and distinctive in design that its appearance will reflect the finest shop window. It will be of a size and capacity that will make it exactly appropriate to hundreds of lines of business, and will allow such operating economy as will reduce by half or more the lowest operating costs of any other business car.

"The Austin Special Delivery coupe will cost approximately the same as a motorcycle and sidecar. It will be as economical as a motorcycle to operate, and in addition will give the driver protection in bad weather.

"At the present time every line of business is faced with the problem of high cost delivery, to which many firms are subjected because of the inflexibility of their transportation facilities. The motor truck, with its high operating costs, difficult manipulation and slow getaway, cannot supply the need for a flexible commercial car for rapid delivery requirements. Nor can the standard

(Continued on Page 12)

'Silver Bullet' to Shoot at New Speed Mark



(P. & A.)

KAYE DON, English racing driver, arrived in this country this week with his 24-cylinder Silver Bullet, with which he expects to set a new world's record at Daytona Beach. The present record, held by a fellow countryman of Kaye Don's, Sir Henry Segrave, is 231.36 miles per hour. Kaye Don hopes to boost this record to 250 miles per hour.

Following a dinner in his honor at the Automobile Club of America, 12 East 53d St., New York city, Kaye Don and his party left yesterday afternoon for the South to await favorable weather for his record run.

The dinner at the Automobile Club was attended by prominent members of industry, with Alfred Reeves, general manager of the National Automobile Chamber of Commerce, representing American manufacturers; Elmer Thompson, secretary of the Automobile Club, acted as toastmaster.

The Silver Bullet is a 24-cylinder special, with three-speed gear set, and weighing approximately five tons. The engine is supercharged and develops 4,000 horse power.

SHARP RECOVERY IS INDICATED BY N.A.C.C. ESTIMATE

Output Set at 358,314; 283,477 in Preceding Month

NEW YORK, March 6.—Production of automobiles by American manufacturers in the United States and Canada in February showed a sharp recovery from the January level, amounting to 358,314, according to the regular monthly estimate of the National Automobile Chamber of Commerce, issued today.

This compares with 283,477 in January, 1930, an increase of 74,837 units, or 26.2 per cent. This gain represents an actual gain in the retail demand for new cars and trucks, as the manufacturers are holding their production at this time down extremely close to the demand from dealers, who are in turn placing orders only as they find the actual buying power of the public.

This tendency of the car and truck builders to avoid over-stocking at this time, in contrast to the usual practice of building up big reserves during the early months of the year, naturally has the effect of cutting the production rather sharply under a year ago.

In February, 1929, the output broke all records for that month at 497,000. On the basis of the N. A. C. C. estimate, the production in February, 1930, was more than 30 per cent. below that figure. This decline should not be taken to mean that the 1930 falling off will reach 30 per cent., due to the fact that this year in the spring months, when ordinarily production begins to slacken, the output should show increases in order to keep up with the increased public demand.

This method of keeping factory shipments more closely geared to retail sales may prove to be so successful that it will become the regular practice of the industry.

It is likely that the N. A. C. C. estimate of the February output will prove to be somewhat below the actual figure, which is usually the case. The Department of Commerce will announce official figures in about a week or ten days.

BENDIX-COWDREY SALES IN FEBRUARY GAIN 40%

Chicago, March 6.—Approximately 40 per cent. increase in sales was gained in February by the Bendix-Cowdrey Brake Tester, Inc., subsidiary of the Bendix Aviation Corporation. Increased orders represent domestic and foreign sales, according to F. W. Parks, president of the company. The substantial increases came from Uruguay.

The Bendix-Cowdrey Brake Tester, Inc., manufactures brake testers which are used in brake service stations. Its headquarters are located in South Bend, Ind.

Accessory, Parts Makers Show Big Earning Gains

NEW YORK, March 6.—Earnings of the accessory, parts and equipment manufacturers in 1929 held up to high levels through to the end of the year in contrast to the sharp falling off in profits of the car manufacturers in the final quarter and as a result this group of companies were able to report large increases over 1928 for the most part.

Twenty-four representative manufacturers in the accessory, parts and equipment field reported their 1929 earnings during February and their aggregate net profits were $41,747,496, as compared with $31,996,257 in 1928, an increase of $9,751,390, which is equivalent to 30.5 per cent.

In this group of twenty-four companies only four reported smaller net income for 1929 than they

(Continued on Page 12)

DIESEL POWERED CAR TO BE TESTED AT DAYTONA

Washington, March 6. — Speed tests to demonstrate the feasibility of Diesel engines for passenger automobiles will be staged at Daytona Beach, March 15 to 30, it was announced here today.

The test will be solely for the purpose of officially timing a Diesel engined car, and there will be no attempt to set any record, the contest board of the American Automobile Association stated.

WAUKESHA MOTOR OUTPUT AT 275 MOTORS PER DAY

Waukesha, Wis., March 6.—Business for the first two months of 1930 has been very satisfactory, according to H. L. Horning, president of the Waukesha Motor Company. Approximately 275 motors a day are being produced by the firm, and some divisions of the company are operating on both day and night shifts, Mr. Horning stated.

Illinois Car Sales for February at 1929 Level

SPRINGFIELD, Ill., March 6.—Recovery in the retail sales of new passenger cars in the state of Illinois during February, carrying the registrations sharply above the January level, almost resulted in bringing the sales up to February, 1929.

The registrations amounted to 13,678, as compared with 12,555 in January, a gain of 1,123, or 8.9 per cent., and with 13,707 in February of last year, a decline this year of only twenty-nine units, or two-tenths of 1 per cent.

Reports of February passenger cars are not available from any other states as yet and it is hard to judge whether the excellent Illinois record in that month was peculiar to this state or is a forerunner to similar reports from other states. In view of the anticipated decline in car sales this year of from 15 to 20 per cent., it is not thought likely that Illinois' splendid achievement last month will be followed by many other states.

Large increases were established by both the Ford and Chevrolet. Ford registrations amounted to 5,253, as against 3,795 a year ago, a gain of 1,458 units, while Chevrolet sales, as indicated by the

(Continued on Page 3)

GENERAL MOTORS VOTES FOR NEW CORPORATION

Wilmington, Del., March 6.—At a special meeting held here yesterday stockholders of General Motors Corporation approved a plan which involved the formation of the General Motors Management Corporation. This new corporation is to replace the Managers Securities Company, formed in 1923 for the purpose of interesting men then occupying important managerial positions in becoming partners with the stockholders of the corporation.

Details of the new General Motors Management Corporation were announced following the directors' meeting on February 6, at which the plan was approved by the board and recommended to stockholders for their action.

INDIANA GAS TAX NETS $16,824,132 FOR FISCAL

Indianapolis, Ind., March 6.—Indiana gasoline tax collections for the fiscal year ended March 1 amounted to $16,824,132.44, according to the state collector, and it is estimated that the figure will approach $20,000,000 this year, with about $100,000,000 being paid for gasoline in Indiana. The state collects a tax of 4 cents a gallon.

TODAY

(On Inside Pages)

Sparks from Detroit	Page 2
Editorial: An Industrial City	Page 4
Calendar of coming events	Page 4
Here and there in the trade headlines	Page 4
Engineering news and new products	Page 5
Indianapolis jobbers see improvement this month	Page 6
Ask us to tell you	Page 7
Financial news	Page 11
U. S. rubber earnings	Page 12
Business chart for week	Page 12
REFERENCE TABLES	
Commercial car registrations	Page 3
Passenger car registrations	Pages 6 and 7
Commercial car specifications	Pages 8, 9 and 10

New Heavy Duty Engines Offered in Autocar Line

ARDMORE, PA., March 6.—The Autocar Company announces its new six-cylinder motor, christened the Blue Streak, now available in all Autocar chassis of three tons rated capacity and over.

The new six is made in two sizes: 4½-inch bore developing 101 horse power at 2,000 revolutions per minute, and 4¼-inch bore developing ninety horse power (N. A. C. C.).

In the new Blue Streak Sixes a higher factor of smoothness in operation has been acquired by changes in design which produce unusual rigidity of motor block. In the first place, the crank case has been deepened, the flange face to which the engine pan is bolted having been lowered to approximately 3¾ inches below the center line of the crank shaft. The water jacket wall has been extended all the way to the base of the cylinder block, thus reinforcing the joint face where cylinder block and crank case are bolted together.

All of the main bearings are tied into the crank case by wide-flanged cross webs, which greatly increase the rigidity of the shaft and case, preventing distortion and excess wear under severe service conditions, while enforcing smoother operation.

The entire cylinder block is chrome nickel iron, which gives castings a higher degree of hardness relatively free of hard spots.

To minimize the forces which act on bearings at high speed, the piston stroke has been kept relatively short. It is 4¾ inches, as compared to the conventional 5¾-inch stroke of passenger car practice. This means that at 2,000 r. p. m. piston travel is about 1,583 feet per cylinder, as against 1,917 feet per cylinder of the 5¾-inch stroke motor, or a

(Continued on Page 2)

1930
XUM

Sloan and Party on West Indies Cruise

PHOTOGRAPHED AT MIAMI, Fla., just before the start of a cruise through the West Indies, on board the 235-foot yacht Rene, owned by Alfred P. Sloan, Jr., president of General Motors, are shown the host and his guests. The craft was recently built and is on its maiden trip. Shown in the picture are, left to right, standing: Miss Lillian Jackson, Al Sylvester, Mrs. Alfred P. Sloan, Jr., and her husband. In front, Mr. and Mrs. Lucius Boomer and Mr. and Mrs. Walter P. Chrysler (P. & A.)

LOUISIANA MARMON DEALERS HEAR TALK BY THOMAS E. JARRARD

New Orleans, La., March 6.—Another successful luncheon meeting of Marmon distributors and dealers was held here by Thomas E. Jarrard, Marmon general sales director, who is touring the country as a part of the 1930 sales program of the company.

The local event was sponsored by the Marmon factory in conjunction with the Louisiana Marmon Company, distributor, and in addition to a comprehensive talk by Mr. Jarrard, addresses were made by T. P. Thompson, president of the local organization, and Philip Rozelle of the Marmon factory sales promotion department.

DUNLAP MOTOR CO. SOLD TO O'DEA MOTOR COMPANY

Waterloo, Ia., March 6.—The Dunlap Motor Company, this city, for the past five years distributor for Durant cars in northeastern Iowa, has disposed of the business to the O'Dea Motor Company of Des Moines, Ia.

AUTOCAR OFFERS NEW HEAVY DUTY ENGINE

(Continued from Page 1)

saving of nearly one-third of a mile per minute of piston travel, with its relative saving in bearing wear and lubrication.

Another feature is the enlarged cooling area of water circulation, due to the lowered water jacket wall. Cooling water is taken directly from the radiator through a space precisely under the exhaust valves, then around the cylinder walls, thus keeping these members at the proper operating temperature for perfect lubrication. The valves are a special silchrome alloy.

All bearing surfaces are lubricated positively by a pressure pump located in the oil pan. The passages through which the oil is carried to the bearings from the pump are drilled into solid metal instead of being carried through piping. This provides against leakage as well as against damage when the motor may be opened for inspection or adjustment. In addition to the oil pan screen which removes impurities from oil, there is a by-pass to the pump to assure positive lubrication in the event of freezing or clogging. Connecting rods are drilled for the passage of oil upward from the bearings to the full-floating piston pins.

TRIPLEX PRODUCES 85% OF ALL LAMINATED GLASS

New York, March 6.—Thirteen million square feet of laminated or non-shatterable glass were produced in 1929 by all companies engaged in making this product, both here and abroad. Of this, eleven million square feet, or 85 per cent., were produced by the Triplex Safety Glass Company of North America and its European affiliations. This is the only world-wide safety glass concern.

Despite its much longer existence in England, American manufacturing genius is responsible for important recent improvements in Triplex. The slight amber shade which the glass formerly took on toward the end of the first year has been so reduced that it is scarcely noticeable at the end of the third year, and it will soon be eliminated, except in the glass made for those motorists who find the amber easy on the eyes.

MARYLAND TRUCK SALES SHOW GAIN IN FEBRUARY

Baltimore, March 6.—Sale of new trucks in Maryland was sharply up last month, compared with February, 1929, figures compiled by the Automobile Trade Association of Maryland show.

In Baltimore there were 204 new truck sales last month, compared with 174 during February, 1929, while in the counties of Maryland outside of Baltimore there were 248 new sales last month, against 188 the same month last year.

A Leader built for Leaders

FULLER —

AMERICA'S LARGEST EXCLUSIVE BUILDER OF TRANSMISSIONS FOR COMMERCIAL VEHICLES

WHETHER you *build, sell or operate* commercial vehicles, a Fuller Transmission assures you dependable, long-life service under the most severe operating conditions.

The name "Fuller" today stands for transmission leadership, organized parts service, standardization of manufacturing methods and engineering experience of the highest order.

Fuller transmissions lead and appeal to leaders. Our Engineers will gladly go anywhere to consult on either standard or special transmission requirements.

FULLER AND SONS MANUFACTURING CO.
Division Unit Corporation of America
Bankers Bldg. Milwaukee, Wis.

"Low Cost Transmission Service," a book full of transmission facts, mailed on request.

FULLER TRANSMISSIONS

SPARKS from DETROIT

Capt. Sparks Seeks Quiet

* * *

Bigger and Better Flint

* * *

Tobin, Jr., Follows Dad

* * *

Trade Secrets

Fred Kingsbury—Detroit Editor

OVER in Jackson, Mich., Capt. William Sparks settles "knotty" questions in a place far removed from the rumble of machinery in the big Sparks-Withington factories. He probably has one of the quietest places to work of any large industrial executive in the country.

Located about two hundred yards back of his beautiful home is his lodge, or "thinking place" as he calls it. Although it is not his office, it is the place where weighty questions are considered far from telephone bells, machinery and the like. The only suggestion of an office in this lodge is a large desk. Other furniture consists of large, comfortable chairs drawn up before a big stone fireplace.

It is a well-known fact that Capt. Sparks likes people, which is clearly shown by these lines over the gate which leads to the lodge:—

"Our latch-string is hanging out,
For true friends old and new;
You're welcome here, so come inside,
We've saved a place for you."

* * *

EMERSON J. POAG, assistant sales manager in charge of the department of sales promotion, advertising and publicity of the Buick Motor Company, has been stirring up the city of Flint, Mich., to a greater realization of civic pride. This was brought about by an address before a Flint club recently in which he criticized residents of any municipality who failed to take pride in their home town and boost it on any opportunity.

In addition to calling attention to these facts, he also came through with an excellent remedy, which most speakers fail to give.

Among other things, he stated that there are too many people who assume an unwarranted apologetic attitude regarding their home city.

The address created so much comment that the Flint Journal, a daily paper, devoted a column and a half of editorial comment on it which will undoubtedly result in a campaign to boost Flint to all the world.

* * *

ELECTION of W. R. Angell as president of Continental Motors Company the other day, and selection of several other officers, brought out a name familiar for years in the automotive industry.

B. F. Tobin, it will be recalled, was one of the organizers and at one time was president of Continental. Now his son, B. F. Tobin, Jr., has been elected treasurer of the organization.

Mr. Tobin, Jr., is a keen student of the industry and is following in his father's footsteps. He always has been interested in the welfare of Detroit, and one of his hobbies is the Players' Club, of which he is an active member.

* * *

Automobile manufacturers have been giving a great deal of study to the export question during the last few days due to the decline in silver to the lowest price on record. They fear that this will mean unfavorable economic conditions, especially in the Orient, and it may mean exports to both the Orient and South America may be reduced.

* * *

WE'LL let you in on a little secret. There will be announced before many months a new straight eight which will be one of the most powerful automobiles with this engine design on the market. Although we have not had the privilege to examine one of these motor cars, we have been enabled to see and hear about the specifications to a great extent and we predict it will cause a sensation when announced. At the present time the factory is doing its utmost to keep the entire matter a secret.

We also will remark that a brand new six-cylinder automobile will soon make its appearance on the market. It is in the low-price field and much can be said for the new motor car. And it may help you to know that at least one company will soon announce a price revision, although we are not permitted to say whether it will be up or down.

ILLINOIS SALES NEAR YEAR AGO

New Car Registrations In February Down Only 0.2%

(Continued from Page 1)

registrations, were 3,416, as against 2,813 a year ago, a gain of 28.

Other makes of cars to show February increases were Plymouth, 82; De Soto, 54; Marmon, 83; Erskine, 45; Peerless, 19; Pierce-Arrow, 20; Stutz-Black Hawk, 14.

Registrations of new cars in the first two months of 1930 in Illinois amounted to 26,233, compared with 28,520 in the corresponding period of 1929, a decline of 2,287, equivalent to 8 per cent.

Thus far dealers are enjoying a better business in new cars than they really expected at the outset of the year, and as they are not being overstocked by the factories, they are making more money than a year ago. If business during the first half of the year remains as close to the 1929 level as in the first two months, automobile dealers in this state will be well satisfied and probably finish the year with better profits than last.

Following are the new car registrations for Illinois in February, 1930, as compared with the corresponding month of 1929, with the individual gains indicated:

	1930	1929	Gains
Ford	5,253	3,795	1,458
Chevrolet	3,416	2,813	603
Buick	528	500	28
Dodge	411	434	....
Pontiac	376	663	....
Essex	292	737	....
Plymouth	284	202	82
De Soto	278	224	54
Oldsmobile	270	322	....
Chrysler	242	341	....
Studebaker	208	312	....
Hudson	178	279	....
Nash	172	518	....
Oakland	160	249	....
Packard	148	148	....
Willys	140	*	....
Hupmobile	135	149	....
Graham	125	346	....
Whippet	112	629	....
Marmon	106	23	83
Durant	105	176	....
Auburn	102	123	....
Erskine	89	44	45
La Salle	69	77	....
Willys-Knight	62	141	....
Peerless	53	34	19
Reo	50	75	....
Lincoln	44	51	....
Cadillac	38	94	....
Marquette	38	**	....
Franklin	37	42	....
Pierce-Arrow	34	14	20
Cord	25	**	....
Viking	25	**	....
Stutz	17	16	1
Black Hawk	13	0	13
Gardner	11	22	....
Jordan	7	7	....
Windsor	6	19	....
Miscellaneous	19	88	....
Totals	13,678	13,707	†29

* Then the Whippet Six. ** Not in production. † Net loss.

DEALER DOINGS

North Bergen, N. J., March 6.—A new dealership for Marmon and Roosevelt has just been opened at 965 Bergenline Ave., opposite 31st Street, here, under the firm name of Gerald T. Maresca. Assisting Mr. Maresca are Jerome B. Pumo, general manager; Anthony Pumo, sales manager, and Miss Anna E. Gibney, secretary.

Denver, Col., March 6. — E. H. Traxler is opening the South Side Motor Company, 319 South Broadway, this city. Traxler will handle the products of the Willys-Overland Company, which he formerly represented at Salt Lake City, as zone manager.

Grand Rapids, Mich., March 6.—South Motor Sales, 1917 South Division St., has taken on the Hudson-Essex line. H. A. Kaser, proprietor, was formerly owner of the East Grand Rapids Motor Sales.

Michigan City, Ind., March 6.—Swartzell & Way, Whippet - Willys dealer, has moved to 118-120 East Michigan, with double its former space.

Gary, Ind., March 6.—Imperial Motors, A. H. Travers, manager, handling Chrysler - Plymouth, has moved to 717 Washington St.

Gary, Ind., March 6.—The Graham-Paige line in Gary is now represented by Clary Motor Sales, 739 Washington St. F. M. Clary, local contractor, has retained practically the entire personnel of the former organization, with Ben McCauley as sales manager and Charles Forsythe as service manager.

WISCONSIN AXLES

Wisconsin Axles alone may never close a sale. But they certainly make selling easier—with their reputation for dependable service.

WISCONSIN AXLE COMPANY

Oshkosh Wisconsin

Cumulative New Commercial Car Registration Table, Feb., 1930

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dover	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	White	Willys	Willys-Knight	Miscellaneous	Totals	States
Illinois	10	12	676	87	88	1	21	20	747	21	217	16			35	4	3	10	4	29		16	3		121	2141	Illinois
Illinois, '29	5	19	613	105	178		14	22	824	112	275	27	2	5	53	2		13	6		26	19			153	2473	Illinois, '29

Cumulative New Commercial Car Registration Table, January, 1930

Returns for today: Arkansas, Indiana, Montana and Pennsylvania

Some of this data has been published previously, but it is given here complete for the convenience of our subscribers.

Figures in this table are from R. L Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies.

Commercial Car Registrations do not include buses.

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Dover	Fargo	Federal	Ford	G. M. C.	International	Mack	Pierce-Arrow	Relay	Reo	Republic	Rugby	Sterling	Stewart	Studebaker	Whippet	[illegible]ylene	[illegible] print [illegible]	[illegible]ys-[illegible]ght	Miscellaneous	Totals	States
Arizona			46		21	1			85	4	10				1	5	3		2	5		1				184	Arizona
Arkansas			95		10		1		223	3	32	1			5						1	4	1		3	379	Arkansas
Delaware	2	1	21		2				25	5	3	2			1						1	2			1	66	Delaware
Florida		3	292		20	2			440	6	27	1			12		2				6	18				829	Florida
Idaho			26		5		1		41	3	4				1						1	1	1			84	Idaho
Illinois	11	6	649	112	108	4	26	18	917	75	201	17		1	51	1		18	4		43	28			137	2427	Illinois
Indiana	1	13	334	3	44		9	2	492	37	79				19		4		7	11	7	13	6		12	1093	Indiana
Maryland	3	9	98	4	17	1	1	2	117	9	26	10			11			2	1		1	7		3	12	334	Maryland
Minnesota		5	112	4	18		4	1	221	6	28				18		1			2	4	4	2		5	435	Minn.
Missouri	2	9	176	9	22			1	212	18	29	6			8					6	3	3			9	513	Missouri
Montana			52		11		2		121	3	29				7		2				2		1		3	233	Montana
Nevada			6		3				11		2															22	Nevada
New Jersey	19	43	327	27	117	2	10	17	625	51	41	77	3	1	73	3	5	18	5	6	11	44		13	49	1587	New Jer.
N. Carolina		1	240	3	39	1	3		243	8	29	3			3	2	1			1	2	7	3	1	9	599	N. Car.
N. Dakota			45		1		5		70	1	34				1		2				2		3	2		166	Nor. Dak.
Ohio	9	4	436	8	52	3	10	9	656	43	77	7		4	35		5	2	3	4	20	34	10	7	32	1470	Ohio
Oklahoma	1	2	183		34	1	4	10	227	14	48	7			20	2					11	11	3		3	581	Oklahoma
Penn'vania	33	31	468	17	115	5	13	10	645	51	88	48		6	39	1	8	46	16	7	26	30	1	10	41	1755	Penna.
S. Carolina			268		21		1	1	243	5	20				5					1		3	1		1	570	S. Car.
S. Dakota			97		13	1	2		156	9	50				13		1				1		5		3	351	S. Dakota
Utah			27		1				107		5				3						1	1			1	146	Utah
W. Virginia		2	112	3	32		3	1	128	5	21				10				2	2	2	3		1	2	329	W. Va.
Wisconsin		2	264	6	38	1	3	13	389	15	49	4	1		14		2	11	4	3	4	2	13	3	32	873	Wisconsin
Totals	81	131	4374	196	744	22	98	85	6394	371	932	183	4	12	350	14	36	97	44	48	149	216	50	40	355	15026	Totals
Ariz., 1929			31		29				67	13	27	1			5		2			6	4	2		2	3	192	Ariz., '29
Ark., 1929		1	80	1	36			3	315	19	54				15		1				6	8			2	541	Ark., 1929
Del., 1929	1		14		5				35	4	4	1			1		1					2				68	Del., 1929
Florida, '29			65		12				135		6				4					1		1				224	Fla., 1929
Idaho, 1929			14		6				38	1	10	1			2		1					2		1	2	78	Idaho, '29
Illinois, 1929	8	24	394	146	200		20	8	974	122	313	41	1	5	72	4		7	4		11	32			215	2601	Ill., 1929
Indiana, '29	1	17	245	5	77		1	9	487	42	78			3	38		3		8	9	11	11			4	1049	Ind., 1929
Md., 1929	1		88	6	23			4	176	12	12	10		3	12		1		2	1	2	13			5	371	Md., 1929
Minn., 1929			51		38		2	2	219	15	28	4			12						5	4			3	383	Minn., '29
Mo., 1929	2	1	93	7	36				141	14	49	11		1	14	1	1	1		1	3	3			4	383	Mo., 1929
Mont., 1929			55		21		1	2	142	6	29	1	1		8	1	5				2	3		1		278	Mont., '29
Nevada, '29			21		20				32	6	4											1			6	90	Nev., 1929
N. J., 1929	9	8	186	3	9		4	6	335	27	16	30	4	2	39		2	5	3	2	10	14		1	62	777	N. J., '29
N. C., 1929	1	5	204		68		1	4	375	42	26	3			11	1	3		1	1	3	3			23	775	N. C., '29
N. Dak., '29			63		8			1	79	9	51			3			2							1		217	N. D., '29
Ohio, 1929	6	12	454	15	102		8	13	624	57	96	12	1	1	57	2	5	2	4	7	24	40		1	29	1572	Ohio, '29
Okla., 1929		1	144	2	61		6	12	322	15	60	9		1	16		1		4	1	15	7			4	681	Okla., '29
Penna., '29	36	33	317	22	191		17	5	900	81	98	45	2	9	60	6	6	22	13	15	22	45		4	53	2002	Penn., '29
S. C., 1929			157		30		1	4	207	16	28				5		2		1	1	3	2				457	S. C. 1929
S. Dak., '29		1	47	2	14		1	1	105	9	56	4			7		2									249	S. D., 1929
Utah, 1929			23		19				79	4	14	6			5		1			2	1	1			1	156	Utah, '29
W. Va., 1929			45	1	15		3	1	121	11	26				11		1			1	2	2			3	243	W. Va., '29
Wis., 1929	1		85	8	38		6	8	430	23	27	3	1		18		2	10	5	3	3	1		4	16	692	Wis., 1929
Cum., T'l,'29	66	103	2876	218	1058		71	83	6338	548	1112	182	10	28	412	15	42	47	45	51	127	197		15	435	14079	Cum., 1929

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
350 Hudson St., New York, N. Y.
O. J. Elder, President. H. A. Tarantous, Vice-President. Alexander Johnston, Secretary.

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An Industrial City

FEW people outside the direct industrial side of the automotive industry realize the tremendously far-reaching ramifications that make any of the great manufacturing plants what practically amounts to a good-sized city. Indeed the administrative problems that arise in the operation of these plant-cities are in some ways more difficult than those that confront an ordinary small-city government.

A typical example of this sort of an industrial city is to be found in the Dodge plant at Detroit, which this year is celebrating its fifteenth year of operation. In the Dodge city there are included 218 acres of land and 18,500 "inhabitants" of every rank and degree. Among the day-time residents of this municipality there are to be found fifty-seven different nationalities.

Obviously a great mass of humanity such as this, packed in a comparatively small area, requires some method of keeping order. Accordingly the Dodge plant has its own police force, 100 strong in uniform, and this standing army patrols the plant by night as well as by day.

There is a medical staff to look after the city's health and well being. A completely equipped hospital provides treatment for disease and injury, a staff of thirty-three doctors and nurses being ready all the time for any emergency. Of course there is an ambulance ready for calls day or night.

This miniature city has its own post office, handling 20,000 pieces of mail a day. The parcel post packages leaving Dodge city every day fill half a freight car. Helping to make possible the service of the postal department is a railway system. Four miles of narrow-gauge tracks assist in solving the transportation problem of this little city and, in addition, there are fleets of motor trucks, buses and passenger cars, each carrying out some individual transport function.

Feeding a population of this size, even though most of the residents consume only one meal a day on the municipal lot, is a considerable task. There are huge kitchens able to prepare food for this great multitude. An enormous central cafeteria cares for the majority, and, in addition, there are thirty-two lunch wagons located at strategic positions in the various factory buildings. Every American city has to have a board of education and Dodge city has just this, with a regular director of education in charge and classes for apprentices, foremen, etc., giving a practical education in fields that will prove useful to the scholars in their every-day occupations. An insurance department exists just for the employees' benefit and a legal department gives Dodge city day-time residents free advice in the negotiation of contracts, mortgages, deeds and the other legal pitfalls that beset life's pathway.

It is by such sidelights as this that we get a really informative idea of the vast scope of modern industry.

Longevity

ASK the average man how long a modern American motor car will last and he will probably answer, "Oh, 30,000 or 40,000 miles, I suppose."

Out at the Studebaker plant at South Bend they have a big board on which are listed the ownership, numbers and other vital statistics of Studebaker cars which have completed 100,000 miles of service and are still in use. There are nearly 1,000 cars listed in this "100,000-Mile Club" and the leading exhibit is one owned by E. C. Whitney of Winnemucca, Nev., which has already traveled 520,000 miles and is still going strong. It is not uncommon to find records of 250,000, 300,000 and 400,000 miles in this club list.

The fact is that the owner largely determines the length of service that his car will yield. Given 100 per cent. servicing, particularly lubrication, the modern motor vehicle will run almost indefinitely. It would be interesting to know what car in the country actually has the greatest mileage record to its credit. Perhaps our dealer readers may be able to give us some interesting information.

Here and There in the Trade Headlines— By MacConachie

INTERVIEWS
THE SNOOTY REPORTER GRABS OFF A FEW OBSERVATIONS
JUST SAY THE FINANCE FIRMS ARE MAKING IT EASIER TO BUY CARS AND THE POLICE MAKING IT HARDER TO PARK THEM
JOHN Q. PUBLIC
NO ONE HAS BEEN HURT IN THE MAD RUSH FOR DEMONSTRATIONS? BUT I'M NOT AS LONELY AS A LOT OF BROKERS I KNOW—AND I'M BOUND TO GET A BREAK IN A FEW DAYS
DEALER
THE ONLY THING THAT WILL EVEN DETAIN US FROM A PEAK YEAR IS PLAGUE, AND A DAILY HURRICANE
I'LL QUOTE THE BIG TRAMP ANYWAY
SALES MGR.
BANKER

AUTOMOTIVE SERVICE ASS'N TO MEET IN N. Y. MARCH 13

New York, March 6.—On Thursday evening, March 13, the Automotive Service Association of New York, one of the largest and oldest organizations of service executives, will hold its eleventh annual Service Banquet in the new roof ballroom of the Hotel Astor, New York.

The president of the association, Oscar A. Eskuche, will preside and the speakers will be Charles B. Warren, past president of the National Automobile Dealers' Association, representing the Automobile Merchants' Association of New York; Count Ernesto Russo of Italy, and Daniel C. Kelly, first vice-president of the A. S. A. Charles Michaels, chairman of the banquet committee, states that there will be over 600 in attendance.

McCOY DISTRICT MANAGER OF U. S. RUBBER, PHILADELPHIA

Detroit, March 6.—L. M. Simpson, general sales manager of the tire department, United States Rubber Company, announces the appointment of J. R. McCoy as district manager tire sales at Philadelphia, Pa.

COMING EVENTS

MARCH

3- 7—**Boston, Mass.** Automobile salon of fine cars.
3- 8—**Enid, Okla.** Automobile Show.
5- 8—**Sioux City, Ia.** Automobile Show.
8-16—**Spokane, Wash.** Dealers' Progressive Automobile Show.
11-15—**Houston, Tex.** South Texas Automobile Show.
11-15—**Salisbury, Md.** Automobile Show.
12-14—**Enid, Okla.** Farm Machinery and Tractor Show.
12-15—**Jacksonville, Ill.** Automobile Show
13-15—**Moline, Ill.** Automobile Show.
15-20—**New Orleans, La.** Automobile Show.
16-30—**Nice, France.** Automobile exhibition.
17-22—**Wilson, N. C.** Automobile Show.
19-22—**Rockford, Ill.** Automobile Show.
20-22—**Muncie, Ind.** Automobile Show.
24-29—**Lincoln, Neb.** Automobile Show.
27-29—**Elkins, W. Va.** Automobile Show

APRIL

5—**New York-American Society of Mechanical Engineers.** Fiftieth anniversary celebration.
7-12—**Asbury Park, N. J.**—Automobile Show.
8- 9—**Detroit, Mich.**—Society of Automotive Engineers. Aeronautic meeting at Book-Cadillac Hotel.
12-27—**Milan, Italy.** Italian International Automobile Show.
24-25—**Cleveland, O.** National Petroleum Association meeting.
28-May 3—**Henderson, N. C.** Automobile Show.

MAY

25-29—**French Lick Springs, Ind.** Society of Automotive Engineers' summer meeting.
30—**Indianapolis, Ind.** Automobile Race.

Safe!
A fitting for any use
Tru-Loc Fittings for Tru-Lay cable are being furnished for practically all types of fittings formerly used for rod. Yokes, eyes, studs, studs with yokes, and many fittings for special purposes are available for Tru-Lay cable.
Tru-Loc Fittings are simple, compact and uniform in strength. Note from the illustration at the left how the metal of the fitting has been processed to fill the interstices between the strands and wires—virtually making this one-piece fitting an integral part of the cable itself.
AMERICAN CABLE COMPANY,
Incorporated
An Associate Company of the American Chain Company, Inc.
3-111 General Motors Building, Detroit, Michigan
Executive Offices: New York Central Building
230 Park Avenue, New York, N. Y.
ACCO
TRU CABLE LAY
TRU FITTINGS LOC
TRU BRAKE CONTROL STOP

Production--Engineering--Factory

Westinghouse Automatic Landing Field Lighting

ATTENDANTLESS airports, which are illuminated at the approach of an airplane, may become common in the future. S. M. Kintner, manager of the research department of the Westinghouse Electric and Manufacturing Company, recently showed a model of such a field to members of the New York Railroad Club and told of its possibilities.

This marked the first display in New York of this device for making night air travel safer.

The lights of the port are turned on by a sound sensitive device which is attuned to the signal of a siren carried by the airplane. This electric ear will act only when it hears a noise of the proper pitch.

If it is desired to have the electric ear respond to the sound of the plane's motor, that also can be done. In this way airports that are not important enough to keep an attendant on duty at all times will become available for emergency use. The aviator wishing to land has merely to fly over the field and the landing lights will illuminate the runway.

In the model shown by Mr. Kintner a phonograph record was played which made a noise like a siren. This sound was heard by the electric car, which flashed on the lights of the miniature field.

Assisted by Dr. Phillips Thomas, research engineer, Mr. Kintner demonstrated several other recent scientific developments which he characterized as by-products of radio. Mr. Kintner stated that it is his belief that some of the most important developments of radio in the future will come from the by-product field.

One of the inventions demonstrated was Telelux, the mechanical dragon. Unlike his relative, Mr. Televox, Telelux answers commands issued by a flash of light. Armed with a gun which projected light, Mr. Kintner "shot" the dragon in the eye to give it orders. Under his influence Telelux turned on lights, turned them off and otherwise demonstrated his docility under the guidance of the light gun.

Mr. Kintner showed another beam of light which had the property of carrying music. A phonograph record was played and the beam carried the music to a loud speaker across the room, where it was reproduced.

In this demonstration the vibrations of the phonograph needle were turned into electrical impulses. The light beam fluctuated with the impulses and thus impressed impulses upon a photo-electric cell which sent them on to the loud speaker, where the music was reproduced.

The radio by-products also aid in controlling vehicular traffic. An automatic model system of traffic control was shown which permitted cars on a through street to pass until a car appeared on a side street. The appearance of this car was the cue for the light to change to "Go" on the side street. This feat, in model form, was accomplished by an electric eye which "saw" the car on the side street.

One of the most impressive exhibits was a huge phonograph or radio horn higher than a tall man. Equipped with three different sections, it reproduced various types of music with great fidelity. It was explained that each section of the horn had a separate section of the scale to recreate, which added in the attainment of faithful reproduction.

Allen Electric Offers New Bus Test Stand

Allen Electric and Equipment Company, Kalamazoo, Mich., announces the new model E-89 test stand for buses. Tests are made in easy, simple hook-ups, it is claimed, enabling any good mechanic to make all the necessary tests on all units which make up the electrical system of a bus, airplane, truck or passenger car.

Specifications of the E-89 are, in brief, as follows:

Motor and Speed Control: Ball bearing 5 h. p. motor will develop over 10 h. p. Smooth stepless speed control through Allen designed rheostat with speed range of 0-3600 r. p. m. in either direction. Speed controlled by handwheel under right hand table.

Vise: Allen quick adjustable table and clamp. The only device which can be adjusted while motor is in operation.

Drive: Allen straight-line drive. Two piece universal coupling fits on generator shaft and is driven directly by the motor without universal joints.

Instrument Panel: Of ebony asbestos, finished in maroon, and conveniently placed across the motor so that all instruments can be seen by the operator without moving away from the unit being tested, and where it will stay clean.

Instruments: Tachometer, range 400 to 4,000 in either direction. Five-inch Volmeter, graduated to 0-20 volts. Five-inch ammeter, graduated 40-0-80 for generator testing. Three-inch ammeter, graduated 0-6 for ignition testing and 0-600 for torque tests. Three-inch milli-ammeter, graduated 5-0-5 for testing output of coil secondary. All instruments are accurate, of moving coil D'Arsonval type and with external zero adjustment. Other ranges of meters are optional.

Loading Rheostat: Adjustable 1,000-watt carbon pile rheostat for testing bus generators under varying load conditions. Test connections to generator and loading coil are made on separate panel at end of left table. Supporting bracket furnished to mount generator voltage regulators. Support is adjustable for easy access to the regulating units. A torque test is standard equipment. Together with voltage and ampere draw this gives a complete test on starting motors.

New feature: Quick comparison tests on coils, condensers and breakers. On the lower right of the main instrument panel is a sub-panel with four two-way toggle switches, marked respectively "Condenser," "Breaker," "Coil," "Battery, six-volt, twelve-volt," and five test jacks.

To change the test system from six volts to twelve volts, just snap the switch marked "battery."

One side of each of the other three switches is connected respectively to a standard condenser, coil, and breaker, on the test stand, and the other side of the switches are connected to the test jacks.

Operation: With this hook-up, when an outside breaker, condenser and coil are being tested in the ignition test fixture, any one or two of the units being tested can be taken out of the test circuit and replaced by master units on the test stand by simply snapping the proper switches.

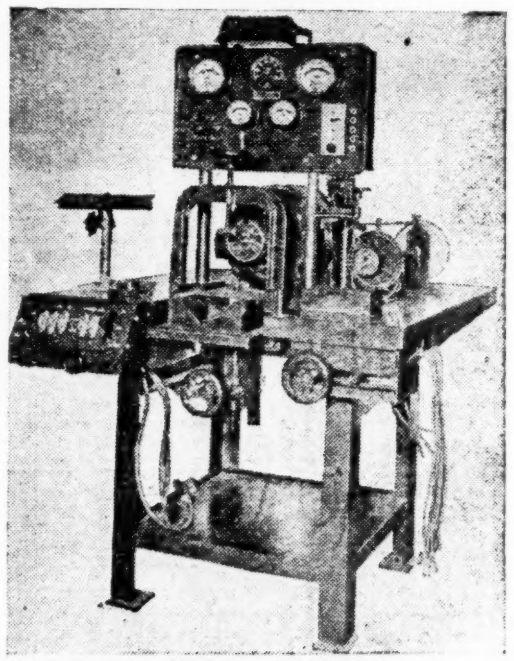
For example, a coil is being tested with its own breaker and condenser. By snapping the proper switches the condenser or breaker or both are thrown out of the circuit and replaced by the master units on the test stand.

Similarly, when testing a breaker, the coil and condenser can be replaced by master units without changing the hook-up in any way.

Ignition Test Fixture: A separate vise and drive are provided for testing magnetos, breakers, condensers, coils and distributors. Belt driven from pulley on motor with a speed range of 80 to 8,000 r. p. m.

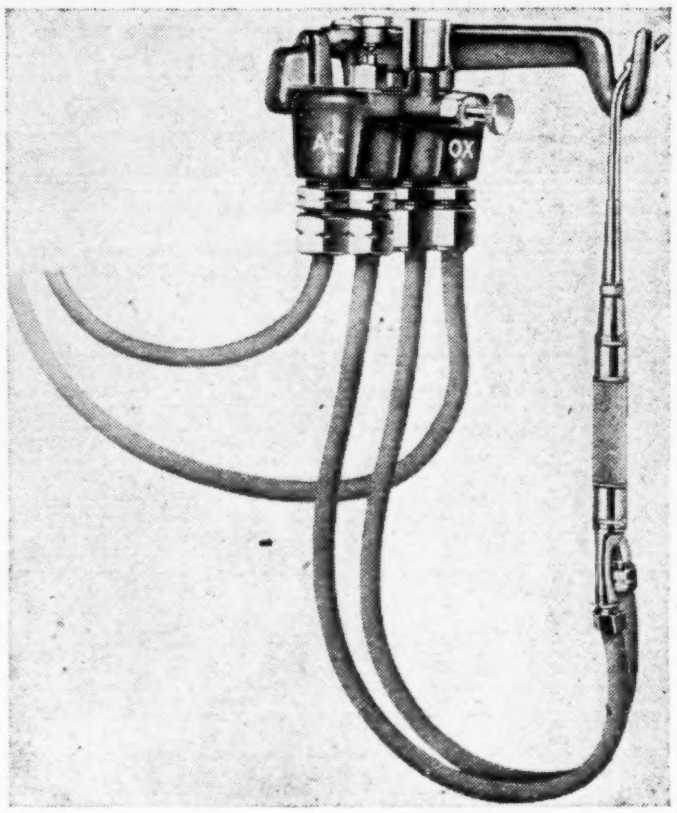
Rotary Spark Gap: To synchronize two arm breakers, to test the accuracy of cams, to check for worn bearings on breakers of magnetos and battery ignition systems and to check the automatic spark advance, a rotary spark gap is indispensable. The protractor scale is divided into 360 degrees.

Master Ignition Test Units: Breaker points, coil and condenser. A pair of standard breaker points with six-lobe cam is mounted on the shaft of the ignition test fixture. A high tension coil is furnished for comparison tests. A standard ½ m. f. d. condenser is mounted on instrument panel for comparison tests.



New Allen Bus Test Stand E-89

Bastian-Blessing Offer New Welding Equipment



BASTIAN-BLESSING COMPANY, Chicago, Ill., announces the addition to its line of Rego welding equipment of the Rego Economizer for conserving gas and a new light welding torch for airplane production work.

Both shutoff valves in the new Rego Economizer are of the diaphragm type. A leak in this construction is impossible. The objection to the packed type of sliding valve is that leaks readily occur through the packing. Such constant leaks, even though small, waste considerable gas in the course of the day. Attempting to stop the leaks by tightening on the packing nuts may put sufficient pressure on the sliding stem to prevent the valve closing with the weight of the torch.

The Rego construction is leak-proof and requires no tinkering.

The arm, body and diaphragm bonnets are of leak-proof, strong, forged brass.

Features of type A P Rego welding torch, which is especially designed for aircraft welding, are valve arrangement. The valves are under control at all times. The acetylene stem has an r. h. thread and the oxygen stem an l. h. thread, enabling the operator to open, adjust or close both valves simultaneously with one motion of the thumb, without shifting position of hand or putting down welding rod. Both gases may be increased or decreased at once while maintaining neutral flame. It is not necessary to remove the flame from work while making this adjustment where increased or decreased flame is desired. Work can therefore be brought up to welding heat quickly and flame then reduced to correct amount for welding without any loss of time. This feature speeds up production.

This torch is light weight, weighing only twelve ounces with tip. It is balanced, and a heavily knurled handle provides a good grip.

The construction is sturdy. There are no castings used and the valves are forged bronze. The valve stems are of Everdur bronze.

The valve stem packings are under constant compression of springs which automatically compensate for packing wear, assuring tight valves with uniform tension and without constant readjustment of packing nut.

The torch has copper tips, which have long life. They are removable, so they can be readily cleaned, and are inexpensive to replace when worn out in service.

The tips are heavy enough to stand the heat in corners, but also small enough so that the weld can be seen at all times.

The new A P welding torch will not flash back. The mixer and tips are interchangeable with the Rego S M torch, which is the torch to use if heavier construction of gooseneck is desired.

HAMPDEN ANNOUNCES NEW CHEVROLET-FORD BODY

The Hampden Automotive Products, Inc., are introducing a new light delivery body for Ford and Chevrolet roadsters and coupes. It is convertible so that the owner can have his regular roadster or coupe transformed in a moment into a delivery body. This unit replaces the original rear deck cover and is painted to match the car, so when the cover is closed there is no sign of the delivery unit.

It is just a matter of opening the rear deck cover and the body is ready for use. The capacity is little over one-half ton and will be of great service where delivery bodies of this size are usable. The installation is simple and the unit may be removed at any time. A commercial car registration is not necessary. Sample units are on display at George E. Adams' salesroom on State Street, on a Ford coupe and at Nickerson's Chevrolet salesrooms at Chestnut Street on a Chevrolet roadster.

PREDICT USE OF TWO-TONE BODIES

HERMANN A. BRUNN, president of Brunn & Co., Inc., of Buffalo, and Francis Willoughby, president of the Willoughby Company of Utica, together with John B. Judkins, president of the John B. Judkins Company of Merrimac, Mass., custom body builders for the Lincoln car, were interested vistors recently at a body display in Detroit.

Mr. Brunn earlier had attended the Paris Salon, and while in nowise disturbed over the progress made by French body builders, he nevertheless paid unqualified tribute to the daring of the Continental designers.

"The French," said Mr. Brunn, "are not afraid to try out an idea. If they conceive something new, the question of whether or not it will meet with public acceptance does not weight with them. They are daring; sometimes I think we are a little too conservative over here, and our timidity in risking something new tends to retard our progress."

Mr. Brunn concedes that the French builders are a bit ahead of the American industry in their designs of automobile interior appointments.

"The automobiles over there," he continued "are more ornate; they have an eye appeal and undoubtedly are beautiful. But so far as sturdiness, durability and efficiency are concerned, we are ahead of them. The excellence of our workmanship is easily apparent.

"There was one effect, however, that struck me forcibly, and I believe it will have considerable bearing on future designs. The French are using lighter colors for top panels and roofs, with darker colors for the lower parts of the bodies, and the result is a much smarter appearance and gives the effect of a lower-swung car. And, instead of using light colored fabrics, they now use a durable leather which is very striking and gives all the effects of a smart fabric.

"The leather used in the best bodies is grained by enlarged finger-print methods; that is, the finger-print of a French artist was made and enlarged and that enlargement has been cast into a plate and the leather stamped with it.

"I was so impressed with the light top effects that I bought some of the leather, and put it on my own Lincoln, which carried a black body. The result is a fine combination."

Mr. Willoughby, who has devoted especial attention to colors in his custom-built bodies, was of the opinion that the higher class cars would continue to show the same refinements and dignity, but that still bolder combinations would be attempted in certain other productions.

"Deeper and richer tones are being achieved," said Mr. Willoughby, "but cars of the higher price class will never break away from the quiet, easeful colors, that have made them acceptable to the discerning public. And as to all the decorative gadgets that one sees here and there—well, those finer cars do not need them.

"While there will be no revolution in colors for the finer type cars," said Mr. Willoughby, "there will be gradual enrichment of combinations and the tendency will be toward two-tone effects. The lighter shades for the upper portion of the body and the darker for the lower give the impression of a lower hung, smarter car without sacrificing any of the clearance or head room; and I believe we will see more of that design in the near future."

Mr. Willoughby had on exhibit at the recent Detroit show a specially designed body, an adaptation of the old horse-drawn carriage brougham. It is a "ladies" car, Mr. Willoughby states. Its appeal is to the most correct of tastes and its appointments faithfully carry out the old-time carriage, the vehicle of the elect and select. Mr. Willoughby in co-operation with Mr. Edsel Ford worked out the details of construction, and five of the cars were built.

DISTRIBUTION
SHOP EQUIPMENT
REPLACEMENTS

WHOLESALE

MERCHANDISING
ACCESSORIES
EQUIPMENT

Indianapolis Jobbers See Improvement This Month

INDIANAPOLIS, Ind., March 6, —Business in the jobber field in Indianapolis during the first two months of the new year ran considerably behind the same record period of last year, and as the third month of the first quarter opened definite indications of improvement immediately became apparent.

Wholesalers generally view the future with optimism and in discussing the conditions prevailing during January and February offer no complaint. It is pointed out that, in the case of the Gibson Company particularly, January, 1929, was the biggest month in history and that in comparing this year's business with that of the previous year this factor should be considered.

Officials of the Gibson Company, largest parts and supply wholesaler in this section of the country, declare that their business is of satisfactory volume so far this year and that the chief let-up in demand has been in the new car dealer channel. Business from garage and repair shop sources is held to have been the main sustenance so far this year.

Abnormal winter conditions are said to have had great effect on jobbers and the severe cold which ordinarily does not strike here until about the first of the year came more than a month ahead of time with the result that buying demand, always occasioned by zero weather, was well spent before the end of the old year.

This applies particularly to heaters, batteries and other supplies more needed in the cold months, and the early cold spells proved of much assistance to December, although taking much business from the first two months of the year.

J. E. Fettig, advertising manager of the National Auto Trunk Corporation, distributor of automobile trunk and luggage equipment to the entire United States, said his company's business was off about 50 per cent. in January and only about 10 per cent. in February. March, he believes, will prove to be a period of unusual activity.

The trunk company's business is more or less affected by the same trends and factors as that of other jobbers, the firm being state distributor for HaDees hot water car heaters, as well as Burd piston rings and various other accessories lines. Heater demand was found to be pretty thoroughly dissipated before the advent of 1930, making December, as in the cases of others, good at the expense of following early year months.

The National Corporation operates its own finishing department, and carries a complete line of luggage with facilities for installing and finishing the products to fit any color combination.

AUTOMOBILE SERVICE CO. FORMED IN MIAMI, FLA.

Miami, Fla., March 6 (UTPS) . The Automobile Service Corporation has been organized at North Miami Avenue and Northeast 20th Street. The owners announce that they will operate a complete motor car maintenance business for all makes of motor cars. The building occupies 57,000 square feet of floor space. L. A. Jones is president and Russell Bartmes, vice-president and general manager.

Jobber Clinic Is Drawing Big Crowds in Philadelphia

THE co-operative jobber clinic being conducted this week in Philadelphia by seven jobbers in that city is expected to be most successful, judging from the attendance and interest shown yesterday, the opening day.

Every effort was made by the jobbers sponsoring the affair to impress upon manufacturers that this was exclusively a shop equipment show and that if these manufacturers handled lines other than shop equipment they could only show their equipment lines at the Philadelphia clinic. This resulted in the jobbers being forced to turn down nine manufacturers who did not make up their minds in time to be allotted space.

When this co-operative show was first planned it was thought there would be a maximum of forty manufacturers who would wish to display. This number was doubled and could have been trebled had arrangements been made far enough ahead to take care of the power and space requirements so that machines in actual operation could be shown.

A partial list of manufacturers exhibiting follow:

Cincinnati Ball Crank Company, the R. M. Hollingshead Company, Brunner Maufacturing Company, Walker Manufacturing Company, David Lupton's Sons Company, Hardie Manufacturing Company, Zip Abrasive Company, Blackhawk Maufacturing Company, Norwalk Auto Parts Company, K.-D.

(Continued on Page 7)

Editor's Column

THE replacement parts jobbers all over the country are busy putting their houses in order, filling up the stock bins and settling thing in handy places for the big rush.

They have many very good reasons for a little more than normal expectancy this summer.

Everbody says that the unsettled condition of the stock market will react in the automotive repairman's favor, and, of course, in the replacement parts jobber's favor as well.

In addition to this bright aspect, the 1927, 1928 and 1929 production of the car factories will begin to turn their radiators toward the repair shops of the country.

Car manufacturers seems pretty well in agreement that new car production will be curtailed this year, and it looks even as if perhaps dealers will begin to sell cars with an eye to profits which have been lost in the past through over-bidding for used cars in order to move new car stocks.

This will react in favor of the replacement parts jobber through the natural reluctance of owners to sell their one or two year old cars for a low trade-in figure when they come to realize that for a few dollars and with a few parts the old bus can be made as good as new.

Then, again, used cars will most likely look up in price a bit—good used cars, that is, and to be "good" the used car must be reconditioned. Reconditioning will mean replacement parts, and that should give the jobber a chance to sell some parts to the car dealer.

Dealers are realizing more every day the value to them of a real, well-equipped service department of their business, and when the customers start coming in for overhaul jobs the under-equipped condition of most shops is going to come to light most brilliantly. Since almost every replacement parts jobber handles equipment, he should certainly be on his toes for new sales this summer.

But, no matter what the stock market does or how the factories stand, the registrations have jumped so materially during the last three years that the normal expectancy for the replacement parts business is just naturally 20 per cent. ahead of any previous year. And that's bound to be a big help.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

CUMULATIVE NEW PASSENGER CAR

States	Auburn	Austin	Black Hawk	Buick	Cadillac	Chevrolet	Chrysler	Cord	DeSoto	Dodge	Durant	Elcar	Erskine	Essex	Ford	Franklin	Gardner	Graham	Hudson	Hupmobile	Jordan	La Salle
Illinois	102		13	528	38	3416	242	25	278	411	105		89	292	5253	37	11	125	178	135	7	69
Illinois, '29	123			500	94	2813	341		224	434	176	16	44	737	3795	42	22	346	279	149	7	77

CUMULATIVE NEW PASSENGER CAR

Returns for to

Some of this data has been published previously, but it is

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising desiring county, city or town lists, or lists of owners in any given

States	Auburn	Austin	Black Hawk	Buick	Cadillac	Chevrolet	Chrysler	Cord	DeSoto	Dodge	Durant	Elcar	Erskine	Essex	Ford	Franklin	Gardner	Graham	Hudson	Hupmobile	Jordan	La Salle
Arizona	2		1	33	3	231	11		28	22	18		22	9	268	4		13	9	10		6
Arkansas				111	14	594	93		53	90	20		4	33	1142	3		28	11	24	1	19
Delaware				30	1	95	3			2	11			11	195	2		2	6	4		4
Florida	5			132	8	970	70	3	22	48	16		7	81	1756	6		62	58	34	5	22
Idaho	1			21	2	175	15		17	29	15		7	19	273	2		12	6	4		
Illinois	49		9	746	41	3140	229	15	199	396	108		48	305	4260	42	5	137	161	171	8	98
Indiana	26			127	11	1330	67	3	94	189	44		36	216	2146	6	1	40	79	55	5	6
Maryland	3		1	54	4	653	42	1	23	31	22		6	75	918	3		33	32	20	2	3
Minnesota	4			69	5	593	69		11	38	26		17	48	1181	1	3	36	24	41		11
Missouri	4			92	5	779	38		28	59	29		10	86	1045	5	6	37	22	29	2	6
Montana	3			38	1	261	28	1	18	41	12		3	28	373	5		11	9	16		4
Nebraska	5			116	2	1377	69	2	23	105	54		16	69	1952	1	1	30	28	28		3
Nevada	2			35		27	17		19	15	12			16	55	1	1	6	11	7	1	7
N. Jersey	83		6	418	79	1083	293	10	156	317	79		55	351	2542	47	2	114	168	151	12	89
N. Ca'lina	4			53	2	750	59		34	82	24		3	89	1387	10		17	33	9		4
N. Dakota				13		159	12		7	7	7			19	339			12	6	4		1
Ohio	47			185	22	2657	123	6	169	230	99		76	382	4463	83	5	93	135	116	9	26
Oklahoma	8			154	5	1187	56		34	119	23		6	31	1643	6		39	16	28	1	5
Pennsy	51		6	337	38	1753	263	9	145	224	148		47	436	3487	56	7	134	159	185	13	45
S. Ca'lina				67	2	952	48		43	38	7		5	52	1423	3		11	27	20		5
S. Dakota	4			43		492	35	2	12	60	33		7	44	832	1		6	19	22		
Utah	4		1	19	1	161	7	1	10	24	18		2	30	273	4		20	9	13		1
W. Virg.	2			21	1	425	25		29	53	13		8	75	536	3		24	10	15	1	2
Wisconsin	6		2	159	7	1096	100	3	46	177	60		26	133	1558	7	1	66	52	45		11
Totals, '30	183		20	2470	153	17200	1356	40	895	1849	720		280	1905	27042	171	25	776	787	784	39	263
Ariz., '29	14			68	6	133	38		43	94	57		21	49	389	3		20	20	12		3
Ark., '29				258	11	261	154		60	340	73		18	117	2166		5	47	20	19		31
Dela're, '29	6			20	9	87	8			8	12		1	31	176	3		4	2	5		10
Fla., '29	13			237	26	373	106		47	79	15		14	130	693	2		33	40	41	10	32
Idaho, '29	5			51		102	19		17	63	45		8	32	385	1		12	7	6		
Illinois, '29	111			800	159	1721	451		245	786	201	19	48	719	5348	30	20	321	203	142	15	100
Ind., '29	76			222	11	939	132		79	219	45	3	40	449	2141	6	4	107	106	55	2	15
Mary'd, '29	9			109	5	506	62		21	72	33		7	206	903	7	1	13	45	29		13
Minn., '29	16			78	6	399	49		17	108	53	3	12	136	1442	7	2	23	18	30	3	6
Mis'uri, '29	11			138	9	710	67		21	118	61		21	161	1328	16	8	53	41	36	1	16
Mont., '29	4			76	3	208	40		28	92	42		11	53	509	9		27	13	18		2
Neb., '29	8			235	3	889	103		70	305	119		29	156	2386	1	2	108	31	24		5
Nev'da, '29	2			45	3	64	18		8	39	13		7	26	118	1		4	11	2	2	5
N. J's'y, '29	43			221	35	801	122		79	163	47	11	37	373	1443	40	2	73	113	87	12	48
N. Car., '29				222	10	764	212		72	311	141		20	283	2539	3		26	62	46		11
N. Dak., '29	1			48		151	30		16	59	42		7	46	736			20	4	4		1
Ohio, '29	81			333	36	2997	195		169	368	128	16	40	1068	4727	33	9	203	285	88	33	30
Okla., '29	3			377	15	735	132		44	358	66		15	166	3022	13	1	42	51	36	2	15
Penn., '29	63			493	55	1569	396		160	435	152	30	40	919	4057	64	13	204	208	178	54	89
S. Car., '29				98	3	499	92		44	109	45		9	101	1593			12	31	20		5
S. Dak., '29	3			82	1	328	43		35	171	100		29	96	1053			42	16	17		3
Utah, '29	2			32	1	104	18		11	73	36		6	59	412	1		18	17	11		1
W. Va., '29	6			42	4	276	26		25	80	20		7	131	621	1	2	24	30	14	2	7
Wis., '29	12			196	11	531	84		55	181	66	1	14	289	1635	7	4	70	96	26	3	6
Cum., '29	365			3932	351	11349	2280		1118	4100	1437	56	384	4355	33652	175	62	1230	1072	771	94	376

Ask Us To Tell You—

IN presenting this service department, The Automotive Daily News is actuated by the desire to help its readers solve their problems, whether these are merchandising, technical or in the field of general automotive information. We shall be glad to have our readers ask us any questions pertaining to the automotive field.

In some instances readers may desire information which will require an expenditure of money to secure, and in such cases we shall be glad to get the desired data at the least possible cost, or we shall inform our readers where they may obtain it most economically and expeditiously.

In cases where the reader desires an immediate reply, we would suggest that he inclose a self-addressed and stamped envelope. Other inquiries will be printed in the paper from day to day in the order in which they are received.

CHROMIUM PLATING

QUESTION: Please send us information as to what equipment is necessary and where it might be bought in order to start chromium plating.

Also send any catalogues you might have pertaining to same.

Thanking you in advance for an early reply, we remain

M. E. RYDER.

The Ryder Motor Company, Steubenville, O.

ANSWER: The equipment necessary to start a chromium plating plant will depend largely upon the type of work you contemplate doing in such plant. Generators, tanks and so forth which go to make up this equipment can be purchased in the open market or made up to your own specifications. We have taken the liberty to refer your communication to Mr. Loengard of the United Chromium Company, 51 East 42d St., New York city. Mr. Loengard is an authority on chromium plating work and we feel sure that his suggestions will aid you in fitting up a plant which will best meet your needs.

CRUDE OIL OUTPUT

QUESTION: What is the daily average production of crude oil in the United States at the present time? How long is the supply of crude going to last at the present rate of consumption? B. G.

Pottstown, Pa.

ANSWER: According to the Petroleum Institute the weekly average output of crude petroleum is about 2,500,000 barrels, slightly more rather than less. Your last question is one that a good many people have been asking for years. There is no sign of any alarming reduction in the production. A good many experts hold that there still are sources of supply that will eventually be discovered and brought into production.

SEE YOUR BANKER

QUESTION: Can you suggest some automotive stocks that are good buys at present levels? It appears to me that some stocks are lower than they ought to be and I would like to make a bit of money out of them.

I. F. K., Okmulgee, Okla.

ANSWER: We cannot give advice with regard to the purchase of stocks. There are a number of automotive stocks that would seem to be good buys at present levels. Consult your local banker; perhaps he may advise you.

ARIZONA REGISTRATIONS

QUESTION: Please give through your "Ask Us to Tell You" department the registrations of new cars in the state of Arizona for January, 1930, and also the registrations of Dodge cars. These figures are not shown in your tables.

B. L. D., Tucson, Ariz.

ANSWER: The figures are shown in our cumulative table in this issue. The total for Arizona is 872 and the number of Dodges registered was 22.

COMMON CARRIERS

QUESTION: I notice that a bill is being considered by Congress for a commission to regulate "common carriers" in the motor field. Will you please give the exact definition of common carrier and tell me how important this type of vehicle is? H. B. B., Poughkeepsie, N. Y.

ANSWER: The term "common carrier" means a motor vehicle holding more than an ordinary passenger car: a bus, as a matter of fact, carrying passengers for compensation between fixed points in different states. This is a simplified definition of common carrier. There are about 36,000 such vehicles operating in the United States.

FLEMING-RANEY MOVES

Dayton, O., (UTPS) March 6.—The Fleming Raney Motor Sales Company has moved to new quarters at 1st and Webster Streets, here. The company handles General Motors Trucks.

REGISTRATION TABLE, FEBRUARY, 1930

States	Lincoln	Marmon	Marquette	Nash	Oakland	Oldsmobile	Packard	Peerless	Pierce-Arrow	Plymouth	Pontiac	Reo	Studebaker	Stutz	Viking	Whippet	Willys	Willys-Knight	Windsor	Miscellaneous	Totals
Illinois	44	106	38	172	160	270	148	53	34	284	376	50	208	17	25	112	140	62	6	19	13,678
Illinois, '29	51	23		518	249	322	148	34	14	202	663	75	312	16		629		141	19	72	13,707

REGISTRATION TABLE, JANUARY, 1930

day: Nebraska

given here complete for the convenience of our subscribers

Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division, Trehton, N. J. Readers section, may obtain these by addressing any of these three companies

States	Lincoln	Marmon	Marquette	Nash	Oakland	Oldsmobile	Packard	Peerless	Pierce-Arrow	Plymouth	Pontiac	Reo	Studebaker	Stutz	Viking	Whippet	Willys	Willys-Knight	Windsor	Miscellaneous	Totals
Arizona		20	7	23	5	14	4	4	1	10	25	2	33		1	6	17	10			872
Arkansas	9	7	30	55	10	3	7			115	25	4	23		1	8	6	11		1	2,555
Delaware			1	13	7	4	8			8	24	1	1			3	4			1	441
Florida	6	10	19	51	24	25	36		8	53	57	7	14		2	21	24	8		2	3,672
Idaho		2	3	25	7	12	3			18	19	1	9		1	7	7	3			715
Illinois	57	81	30	211	119	243	170	79	37	303	354	74	233	19	15	119	114	77	8	45	12,555
Indiana	5	79	22	91	33	151	30	8	7	94	205	14	75	2	5	75	72	25		8	5,482
Maryland	3	8	11	34	21	42	15	6	14	28	83	14	28	2	1	24	23	9		1	2,298
Minnesota	5	4	11	37	26	36	34	5	9	62	46	5	34	2		39	32	14		3	2,581
Missouri	5	19	6	41	15	72	16	7	11	52	75	7	33		6	63	52	18	6	22	2,808
Montana	1	24	4	34	11	16	3			32	34	7	25			13	10	6			1,072
Nebraska	2	7	24	42	27	84	10	1		135	128	3	51	1	5	116	57	28		1	4,603
Nevada		3	7	10	2	21	5			17	11		20		3	7	2	3			343
N. Jersey	20	67	40	383	98	216	190	46	55	144	237	42	224	4	11	96	44	82	2	11	8,067
N. Ca'lina	1	9	12	26	14	32	10	1		37	60	4	13		1	31	22	4			2,837
N. Dakota		3	4	17	6	6	1			17	19	1	14		3	15	5	4			701
Ohio	11	119	35	135	122	303	68	49	12	140	353	41	122	7	10	142	245	95	4	14	10,953
Oklahoma	6	3	17	46	34	49	14	5	6	57	125	38	28		4	67	44	18	2	9	3,933
Pennsy	24	71	42	219	96	261	162	39	30	192	280	38	135	7	5	128	85	72	8	10	9,447
S. Ca'lina	1	11	15	27	12	29	8		1	42	54	7	18		1	16	7	3		1	2,956
S. Dakota		3	11	29	13	54	4			64	51	1	21		3	61	31	3			1,961
Utah	1	7	4	14	3	11	4			3	23	4	7		3	1	7				690
W. Virg.	3	12	7	37	12	26	10	2	3	24	41	10	13	1	1	16	24	7		1	1,493
Wisconsin	6	18	17	171	37	111	30	4	9	72	156	18	60	3	5	59	52	16	1	7	4,407
Totals, '30	135	401	304	1253	534	1302	584	161	136	1435	1900	260	838	37	66	895	697	339	25	112	68,422
Ariz., '29	1			63	29	32	14		2	26	28	1	40			77		13		5	1,301
Ark., '29	6	19		192	25	5	19		3	109	61	10	43	2		123		25	2	10	4,234
Dela're, '29				21	13	13	9			6	11	1	4			21				1	482
Fla., '29	1	4		104	54	27	37	1	3	74	46	13	40	1		95		14		2	2,407
Idaho, '29		1		26	9	14	1		1	18	25	6	17			70		10		1	952
Illinois, '29	92	30		453	256	221	232	30	20	262	536	94	358	36		499		123	15	117	14,813
Ind., '29	6	52		129	108	191	25	5	2	93	278	18	104	9		450		45		44	6,210
Mary'd, '29	9	9		80	18	41	26	6	3	43	51	6	44	3		129		20	1	35	2,565
Minn., '29	3	7		75	38	44	26	3	1	65	83	19	55			206		24	3	22	3,082
Mis'uri, '29	8	19		74	33	107	20	12	15	64	146	15	67	7		266		35	19	62	3,791
Mont., '29		5		84	18	27	3	1		53	58	10	31			96		18		17	1,556
Neb., '29	8	5		90	38	74	26	5		211	266	16	91			696		58	2	17	6,077
Nev'da, '29				13	3	3	13	1		10	10		11			8		2		4	446
N. J's'y, '29	9	18		207	85	103	88	33	6	93	132	40	133	4		228		58	4	31	5,022
N. Car., '29	1	9		95	71	63	24	2		158	292	12	85			396		30		12	5,972
N. Dak., '29		4		32	18	22	5	1		50	65	1	13			130		20		14	1,540
Ohio, '29	19	63		224	183	333	119	64	6	222	393	47	185	5		1263		131	6	128	14,220
Okla., '29	2	4		143	89	47	43	2	5	113	129	39	79	4		568		70	6	22	6,458
Penn., '29	23	37		364	184	270	197	61	17	264	284	95	264	10		662		132	11	125	12,184
S. Car., '29	1	4		43	38	36	12			85	67	8	26			133		9		1	3,124
S. Dak., '29		2		76	15	76	5			116	186	9	33	1		262		27		16	2,843
Utah, '29	2	1		28	3	14	5			8	20	9	20	3		44		9		7	975
W. Va., '29	4	4		37	16	28	13	3		52	49	17	21	3		109		11		7	1,692
Wis., '29	1	4		187	54	103	30	6	1	92	247	12	116	5		219		34	2	61	4,461
Cum., '29	168	220		2409	1130	1458	791	139	73	1972	2938	411	1562	84		5259		729	61	602	87,165

PHILADELPHIA JOBBER CLINIC SUCCESSFUL

(Continued from page 6)

Manufacturing Company, Ernest Holmes Equipment Company, Johns Manville Company, Hutto Engineering Corporation, U. S. Air Compressor Company, Bear Manufacturing Company, Bonney Forge Company, DeVilbis Company, Globe Machinery Company, J. T. Stanley Company, Wright Manufacturing Company, Charles Parker Vise Company, Standard Pressed Steel Company, Black & Decker Manufacturing Company, Storm Manufacturing Company, National Carbon Company, Curtis Pneumatic Machinery Company, Lyon Metal Products Company, Stevens-Walden, Inc., X-Laboratories, Apco-Mossberg Company, Crawford Manufacturing Company, Albertson & Sons, Oxweld Acetylene Company, Allbestos Corporation, Cincinnati Electrical Tool Company, Hall Manufacturing Company, Manley Manufacturing Company, Berger Manufacturing Company, Penn Rivet Corporation, Perfex Corporation, General Electric Company, Kellog Manufacturing Company, Apollo Magneto Corporation, Halstead Specialties, Motor X-Ray, Raybestos Company, Allen Electric and Equipment Company, Weaver Manufacturing Company, Bastian and Blessing Company, Marquette Manufacturing Company, Watervliet Tool Company, Eco Company, Fleming Machine Company, Thermoid Rubber Company, Van Dorn Electric Tool Company, Burton Rodgers Manufacturing Company, Automotive Maintenance Machinery Company, Bean Spray Pump Company, J. H. Williams Company, L. S. Starrett Tool Company, Cleveland Twist Drill Company, Yale & Towne Manufacturing Company, Prentiss Vise Company.

Service Notes

Tacoma, Wash., March 6.—G. Frank Rhodes, president of the Rhodes Battery Manufacturing Company, was elected president of the recently formed Thirty-Eighth Street Improvement Club. Rhodes also is president of the Tacoma Federation of Improvement Clubs.

Hackensack, N. J., March 6.—A Raybestos brake testing machine has been added to the equipment of Sproat & Dunn's, 205-211 State St., Hackensack. Placed in a specially constructed glass room, immediately in the rear of the filling space, the device has created much interest.

New Brunswick, N. J., March 6.—J. W. Bennett and C. W. Trowbridge have opened a new sales service station and parts headquarters for Reo cars and trucks at 317 Suydam St. Mr. Bennett is proprietor of the new business and Mr. Trowbridge manager. Mr Trowbridge has been employed by the Reo company for the past ten years. At one time he was master mechanic in the local dealership.

Jamestown, N. Y., March 6.—Production has been curtailed somewhat at the plant of the Crescent Tool Company, Foote Avenue and Harrison Street, manufacturer of wrenches, pliers and electricians' tools. For many years the firm has operated on a standard five-day-week basis. Some departments are now operating three days a week and others four days. The curtailment is temporary, it was announced, and the company will return to a five-day week in April.

Jamestown, N. Y., March 6.—The Viking Metal Products Company, maker of interior metal trim for motor cars and other metal specialties, has definitely announced that it will remove its business to Ridgeway, Pa., where a nine-acre plant site and $200,000 working capital have been provided.

Grove City, Pa., March 6.—Plans are being prepared for the erection of a one-story brick and steel addition to the local plant of the Cooper-Bessemer Corporation, manufacturer of air compressors.

GIVEN FAREWELL DINNER

Newark, N. J., March 6.—Executives and junior executives of the Edison Lamp Works of the General Electric Company, Harrison, about to go to Cleveland, where the company will hereafter make its headquarters, were given a farewell dinner at the Newark A. C. by officials of the R. C. A. Radiotron Corporation. The latter concern will hereafter operate the Harrison plant. The guests numbered thirty. Principal speakers were C. C. Potter, C. J. Osborne, W. H. Thompson and J. W. McIvers.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2	3650	Own	6	3¾x5	33.0	Pw	Str	Vac	D R	Own	C	4	Tim	Wo	31.2	4	D	156	6200	32x6	32x6 D
Am. La France W	3-4	3950	Own 2 R	4	4¼x6	28.9	C S	Zen	Vac	A B	Own	C	4	Own	2 R	47.4	4	R	160	7200	S 36x5	S 36x5 D
Am. La Fran. Chieftain	3-4	5500	Own	6	4⅛x5⅛	40.8	Pw	Zen	Vac	D R	Own	C	4	Tim	Wo	28.8	4	D	175	7200	S 36x8	36x8 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	C S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	4	R	165	9800	S 36x5	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	C S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	4	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	C S	Zen	Vac	A B	Own	C	4	Own	—	63.5	4	R	165	10500	S 36x7	S 40x8 D
Am. La Fran. Big Chief	6	6725	Own	6	4½x6	48.6	Pw	Zen	Vac	D R	Own	C	4	Own	2 R	32.8	4W	D	226	10600	S 40x8	S 40x8 D
Autocar S A	1½	2700	Her	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S A	Sp	27.9	4	R	150	4400	32x6	32x6
Autocar S D	2	3000	Her	6	3¾x4½	33.8	Pb	Zen	Vac	L-N	Br-L 35	U	4	Own S D	2 R	33.9	4	R	150	4850	32x6	32x6 D
†Autocar H	3	3750	Own	4	4½x5½	32.4	C S	Str	Gra	A B	Own T	U	4	Own H	2 R	48.9	R	R	114	5800	34x5 S	36x10 S
†Autocar S H	3	4000	Her	6	4⅛x4¾	43.4	Pb	Str	Gra	R B	Own T	U	4	Own H	2 R	48.9	R	R	114	5800	34x5 S	36x10 S
Autocar T	3	5000	Her	6	4⅛x4¾	48.6	Pb	Str	Vac	R B	Own T	U	4	Own T	2 R	72.5	R	R	187	7100	36x8	36x8 D
†Autocar H S	3½	4100	Own	4	4½x5½	32.4	C S	Str	Gra	A B	Own T	U	4	Own J	2 R	55.2	R	R	114	6900	34x6 S	36x12 S
†Autocar S H S	3½	4400	Her	6	4½x4¾	48.6	Pb	Str	Gra	R B	Own T	U	4	Own J	2 R	55.2	R	R	114	7000	34x6 S	36x12 S
Autocar T S	3½	5350	Her	6	4½x4¾	48.6	Pb	Str	Vac	R B	Own T	U	4	OwnChs	2 R	81.7	R	R	187	7100	36x8	36x8 D
Autocar S C M	5	5000	Her	6	4½x4¾	48.6	Pb	Str	Vac	R B	Own B	C	4	Own M	2 R	72.1	R	R	162	8600	34x7 S	36x14 S
Brockway 65	1	1195	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	4	Col 36020	Sp	21.3	4	Tr	137	3400	30x5	30x5
Brockway 75	1¼	1290	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	4	Col 36020	Sp	25.6	4	Tr	137	3450	32x6	32x6
Brockway 90	1½	1525	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	25.6	4	Tr	149	3850	32x6	32x6
Brockway Junior	1	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36020	Sp	21.27	4	Tr	130	3100	30x5	30x5
Brockway C J-B F	1½	1475	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	21.3	4	Tr	149	3650	32x6	32x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4	Tr	139½	3650	32x6	32x6
Brockway S Y	2	2950	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	2 R	35.3	4	Tr	151¾	4950	32x6	34x7
*Brockway K	3	3420	Con K	4	4⅛x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65700	Wo	41.5	R	D	154⅛	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700	Wo	36.38	R	D	160⅝	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 1228	2 R	33.7	R	D	170	6920	34x7	D 34x7
*Brockway R	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	½	360	Own	6	3⅛x3¾	26.3	C S	Car	P	D R	Own	U	3	Own	Sp	12.68	4	R	107	1815	4.50x20	4.50x20
Chevrolet	1½	520	Own	6	3⅛x3¾	26.3	C S	Car	P	D R	Own	U	4	Own	Sp	6.165	4	R	131	2375	30x5	30x5
Commerce 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Commerce S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Commerce 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Commerce 50 Z	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	S 36x5	S 36x10
Commerce 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Commerce 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8200	S 36x6	S 36x12
Commerce 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Day Elder M F	1¼	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	D R	Br-L	U	4	Tim 52000 H	Sp	24.2	4	D	131	3500	30x5	30x5
Day Elder G F	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	D R	Br-L	U	4	Tim 54000 H	Sp	28.3	4	D	156	4400	30x5	30x5 D
Day Elder H F	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	D R	Br-L 35	U	4	Tim 63702 H	Wo	40.7	4	D	156	4900	S 34x4	S 34x7
Day Elder J F	3	3900	Con 18 R	6	4 x4½	38.4	Pb	Zen	Vac	D R	Br-L 51	U	4	Tim 65001 H	Wo	41.5	4	D	156	7000	34x7	34x7 D
Day Elder K F	4-5	5000	Con 21 R	6	4⅝x4¾	45.9	Pb	Zen	Vac	D R	Br-L 60	C	4	Tim 66702 DH	Wo	55.2	4	D	162	9200	S 36x5	S 36x12
Day Elder N 6 W	7	6000	Con 21 R	6	4⅝x4¾	45.9	Pb	Zen	Vac	D R	Br-L 60	C	7	Tim SW 200 H	Wo	73.6	6	D	204	10000	34x7	34x7 D
Diamond T 200	1	785	Bud	4	3⅝x4½	22.5	Pw	Zen	P	Aut	W-G	U	4	Cla	Sp	—	4	D	128½	2700	30x5	30x5
Diamond T 215	1	885	Bud	6	3⅜x4	27.3	Pw	Zen	P	Aut	W-G	U	4	Cla	Sp	—	4	D	135⅛	2850	30x5	30x5
Diamond T 290	1½	1475	Her WXA 2	6	3½x4½	29.4	Pb	Zen	Vac	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5 D
Diamond T 303	2	1745	Her WXB	6	3¾x4½	33.7	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	—	4	D	160½	4850	32x6	32x6 D
Diamond T 551	2½	2250	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	—	4	D	168	5600	32x6	32x6 D
Diamond T 503	2½	2660	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Wo	—	4	D	174	6200	34x7	34x7 D
Diamond T 506	2½	2820	Her WXC	6	4 x4½	38.4	Pb	Zen	Vac	Aut	Cov	U	4	Wis	2 R	—	4	D	172½	6200	34x7	34x7 D
Diamond T 602	3	3440	Her YXC	6	4⅝x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	—	4	D	169½	7500	36x8	36x8 D
Diamond T 606	3	3500	Her YXC	6	4⅝x4¾	45.9	Pb	Zen	Gra	Aut	Cov	U	4	Wis	2 R	—	4	D	186	7500	36x8	36x8 D
Diamond T 700	3½	3740	Her YXC	6	4¾x4¾	45.9	Pb	Zen	Gra	Aut	Cov	C	4	Tim	Wo	—	R	D	162	8100	S 36x5	S 36x10
Diamond T 801	4	4140	Her YXC	6	4⅝x4¾	45.9	Pb	Zen	Gra	Aut	Br-L	C	7	Own	Wo	—	6WH	D	189½	8300	36x8	4 wh 36x8
Diamond T 1000	5	4420	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	Gra	Aut	Br-L	C	4	Tim	Wo	—	R	D	170½	9700	S 36x6	S 40x12
Diamond T 1600	8	6260	Her YXC 3	6	4⅝x4¾	51.3	Pb	Zen	Gra	Aut	Br-L	C	7	Tim	Wo	—	4W	D	190	11700	36x8	4 wh 36x8 D
Diamond T 2500	10-12	8000	Wak 6 RB	6	5 x5¾	60	Pb	Zen	Gra	Mag	Br-L	C	7	Tim	Wo	—	4W	D	194	13100	S 36x7	S 4 wh 36x12
Dodge Bros.	½	665	Own	4	3⅝x4¼	21.03	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	110	1965	29x5.00 B	29x5.00 B
Dodge Bros.	¾	775	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	17.4	4	D	120	2510	31x5.25 B	31x5.25 B
Dodge Bros.	1	995	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	130	2920	30x5	30x5
Dodge Bros.	1	1065	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Dodge Bros.	1½	1345	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	150	3695	32x6	32x6
Dodge Bros.	1½	1415	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Dodge Bros.	2	1445	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	114	3725	32x6	34x7
Dodge Bros.	2	1545	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Dodge Bros.	2	1615	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Dodge Bros.	3	1745	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	135	4225	32x6	32x6 D
Dover	¾	595	Own	6	2¾x4½	18.27	Pb	Mar	Vac	Aut	Own	U	3	Own	Sp	—	4	4	110	2150	30x5	31x5.50
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	6	3 x4⅛	21.6	Pb	Str	Vac	N E	Own	U	3	Own	Sp	14.29	4	Tr	—	1835	5.00x19	5.00x19
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	D R	Own	U	3	Own	Sp	15.53	4	Tr	—	2325	5.50x18	5.50x18
Fargo Freighter	1	795	Own	6	3 x4⅛	21.6	Pb	Str	Vac	N E	Own	U	4	Own	Sp	37.19	4	Tr	—	2785	6.00x20	32x6
Federal 4FW	1	980	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	D R	W-GT9	U	4	Cla B370	Sp	40.8	4	Tr	127	2975	30x5	30x5
Federal E6	1	1090	Con 17 E	6	3⅜x4	27.3	Pb	Zen	P	D R	W-GT9	U	4	Cla B370	Sp	34.6	4	Tr	132	3120	30x5	30x5
Federal F7	1½	1525	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	D R	Own	U	4	Tim 52005H	Sp	24.3	4	Tr	132	3750	30x5	30x5 D
Federal A6	2	1855	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	D R	Own	C	4	Cla B610	Sp	38.5	4	Tr	151	4580	32x6	32x6 D
Federal A6T	2½	2185	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	D R	Own	C	4	Tim 58000H	Sp	41.3	4	Tr	151	4950	32x6	32x6 D
Federal T10B	2½-3	2740	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Vac	D R	Own	C	4	Tim 58000H	Sp	36.3	4	Tr	165	6600	34x7	34x7 D
Federal T10W	2½-3	2915	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Vac	D R	Own	C	4	Tim 65001H	Wo	44.0	4	Tr	165	6600	34x7	34x7 D
Federal U6	3-3½	3860	Con 18 R	6	4 x4½	38.4	Pb	Str	Vac	D R	Br-L55	C	7	Tim 65706HP	Wo	64.6	4	D	165	7210	34x7	34x7 D
Federal 4C6A	4-5	4735	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Vac	D R	Br-L55	C	7	Tim 66704HP	Wo	73.6	4	D	192	8330	36x8	36x8 D
Federal 4C6AB	4-5	4960	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Vac	D R	Br-L55	C	7	Tim 66704TWP	Wo	73.6	4W	D	192	8600	36x8	36x8 D
Federal X8	7½	5085	Con B 7	4	5 x6	40	Pw	Zen	Vac	AB	Br-L60	C	7	Tim 68700DP	Wo	110.9	R	D	162	9750	36x6 S	40x14 S
Federal X8R	7½	5810	Con 21 R	6	4⅝x4¾	45.9	Pb	Zen	Vac	D R	Br-L60	C	7	Tim 68700DP	Wo	110.9	R	D	162	10000	40x8	40x8 D
Ford A A	1½	520	Own	4	3⅞x4¼	24.0	Sp	Zen	Gra	Own	Own	U	4	Own	St	42.24	4	4	131½	2792	6.00x20	32x6
F. W. D.—H	1½	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—H 6	2	3425	Wak	6	3½x4½	29.4	Pb	Zen	Vac	Eis	Br-L	U	4	Own	St	35.0	4	R	133	5500	34x7	34x7
F. W. D.—BTL 4	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—HH 6	2½	4000	Wak	6	3¾x4½	33.7	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	101.0	4	R	133	5700	36x8	36x8
F. W. D.—B	3	4200	Own	4	4⅝x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B 5	3	4525	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. D.—U 4	3	4575	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
*F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Garford 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Garford S 11 Y	1½	1900	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	162	4300	B 30x5	D B 30x5
Garford 30 Z	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4700	B 34x5	D B 34x5
Garford 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Garford 50 Z	2½	4419	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7000	S 36x5	S 36x10
Garford 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Garford 70 Z	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8200	S 36x6	S 36x12
Garford 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Gen. Mot. T 11-1901	*3800	625	Pontiac	6	3⅛x3¾	26.3	Pb	Mar	P	D R	Pontiac	U	3	Pontiac	Sp	14.67	4	D	109⅝	1980	5.00x19 B	5.50x19 B
Gen. Mot. T 19-2001	*8000	1015	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	D R	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	3075	32x6	34x7
Gen. Mot. T 19-2002	*8000	975	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	D R	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	3000	30x5	30x5 D
Gen. Mot. T 19-2003	*6000	895	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	D R	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	2925	5.50x20 B	32x6
Gen. Mot. T 25-2501	*8000	1285	Buick	6	3⅝x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Tim 5261-N	Sp	34.11	4	D	127¾	3575	32x6	34x7
Gen. Mot. T 30-3001	*10000	1530	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4200	32x6	36x8
Gen. Mot. T 30-3002	*10000	1505	Buick	6	3⅛x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4125	32x6	32x6 D
Gen. Mot. T 30-3003	*8000	1395	Buick	6	3⅝x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Eat 1616	Sp	28.6	4	D	136	4075	6.00x20 B	34x7
Gen. Mot. T 42-4001	*12000	1885	Buick	6	3⅞x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Own	Sp	33.38	4	D	136	4690	32x6	38x9
Gen. Mot. T 42-4002	*12000	1790	Buick	6	3⅞x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Own	Sp	33.38	4	D	136	4640	32x6	32x6 D
Gen. Mot. T 42-4003	*10000	1685	Buick	6	3⅞x4⅝	26.3	Pb	Mar	P	D R	Mun	U	4	Own	Sp	33.38	4	D	136	4510	7.00x20 B	36x8
Gen. Mot. T 60-5001	*16000	3215	Buick	6	3⅝x5	31.5	Pb	Mar	P	D R	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6090	38x7	44x10

1930 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Standard Tire Sizes Rear
Gen. Mot. T 60-5002	*18000	3160	Buick	6	3⅝x5	31.5	Pb	Mar	P	D R	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6425	36x8	36x8 D
Gen. Mot. T 60-5003	*14500	2800	Buick	6	3⅝x5	31.5	Pb	Mar	P	D R	Mun	U	4	Tim 65706-N	Wo	44.81	4	D	140	6090	36x6	36x6 D
Gen. Mot. T 60 S-6101	*22000	3960	Buick	6	3⅝x5	31.5	Pb	Mar	P	D R	Mun	U	4	Tim 66704-N	Wo	63.84	4	D	140¾	6920	38x7	38x9 D
Gen. Mot. T 60 S-6102	*19000	3695	Buick	6	3⅝x5	31.5	Pb	Mar	P	D R	Mun	U	4	Tim 66704-N	Wo	63.84	4	D	140¾	6890	36x8	36x8 D
Gen. Mot K 102-6001	*28000	4250	Own 89	4	4½x6½	32.4	Pw	Zen	Vac	Eis	Mun	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
Gen. Mot. K 102-6002	*28000	4350	Own 89	4	4½x6½	32.4	Pw	Zen	Vac	Eis	Mun	C	7	Tim 67600	Wo	86.3	R	R	184	9600	36x6 S	40x14 S
Gotfredson RB-26	1¼	1295	Cont	6	3⅜x4	27.3	Pb	Joh	P	D R	Br-L	U	4	Tim	Sp	—	4	D	Opt.	3400	30x5	30x5
Gotfredson RB-36	1½	1595	Cont	6	3¾x4	27.3	Pb	Joh	P	D R	Br-L	U	4	Tim	Sp	—	4	D	Opt.	3900	32x6	32x6
Gotfredson RB-46	2	2100	Her	6	3¾x4½	33.8	Pb	Joh	P	D R	Br-L	U	4	Tim	Sp	—	4	D	Opt.	5140	32x6	34x7
Gotfredson RW-46	2½	2585	Her	6	3¾x4½	33.8	Pb	Joh	P	D R	Br-L	U	4	Tim	Wo	—	4	D	Opt.	5600	34x7	34x7
Gotfredson RW-56	3	3395	Her	6	4 x4½	38.4	Pb	Joh	P	D R	Br-L	U	5	Tim	Wo	—	4	D	Opt.	6600	S 36x5	S 36x5 D
Gotfredson RW-66A	3½	4475	Her	6	4⅜x4¾	45.9	Pb	Joh	P	D R	Br-L	U	7	Tim	Wo	—	4	D	Opt.	7800	S 36x5	S 36x6 D
Gotfredson RW-86A	5	5200	Her	6	4⅝x4¾	51.3	Pb	Joh	P	D R	Br-L	C	7	Tim	Wo	—	4	D	Opt.	9000	S 36x6	S 36x7 D
Gotfredson RW-106A	7½	5675	Her	6	4⅝x4¾	51.3	Pb	Joh	P	D R	Br-L	C	7	Tim	Wo	—	4	D	Opt.	10000	S 36x7	S 36x8 D
Gotfredson RW-206A	12	10500	Bud	6	4¾x6	54.15	Pb	Joh	P	D R	Br-L	C	7	Tim	Wo	—	6	D	Opt.	14000	S 36x8	S 36x8 D*
Gramm B	1½	1395	Lyc S	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	32	4	R	140	3300	30x5	30x5 D
Gramm C	2	1795	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Cov	U	4	Tim	Sp	29	4	R	160	3800	32x6	32x6 D
Gramm D	2½	1995	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2 R	30	4	R	160	4920	32x6	32x6 D
Gramm E	3	2795	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2 R	35	4	R	150	5200	34x7	34x7 D
Gramm EY	3	3535	Con 20 R	6	4⅛x4¾	36.04	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2 R	26	4	R	190	6750	32x6	32x6 D
Gramm GY	4	4345	Con 21 R	6	4⅝x4¾	45.9	Pb	Zen	P	L-N	Ful	U	4	Wis	2 R	28	4	R	210	7200	34x7	34x7 D
Gramm HY	5	6545	Con 16 H	6	4¾x5¾	54.15	Pb	Zen	P	L-N	Ful	U	4	Wis	2 R	25.2	4	R	236	9600	36x8	36x8 D
Gramm T-35	3	3595	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2 R	39.6	4	R	173	7100	36x5 S	36x10 S
Gramm T-45	4	3995	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2 R	39.6	4	R	173	7600	36x5 S	36x12 S
Gramm T-60	5	4745	Con 21 R	6	4⅜x4¾	45.9	Pb	Zen	Vac	Aut	Ful	U	4	Wis	2 R	—	4	R	173	8700	36x6 S	36x14 S
Hahn 17 H	1-1½	1430	Con	6	3⅜x4	27.3	Pb	Zen	Vac	—	Br-L	U	4	Tim	—	—	4	D	142	4000	30x5	30x5
Hahn 37 H-37 H L	2-2½	1950	Con	6	3⅜x4⅝	27.34	Pb	Str	Vac	—	Br-L	U	4	Tim	—	—	4	D	153	4795	30x5	30x5
Hahn 39 H-39 H L	2½-3	2898	Con	6	4 x4⅛	38.4	Pb	Str	Vac	—	Br-L	U	4	Tim	—	—	4	D	164	6065	32x6	32x6
Hahn 47 H B-47 H B L	3-3½	3775	Con	6	4 x4½	38.4	Pb	Str	Vac	—	Br-L	U	4	Tim	—	—	4	D	151	7185	34x7	34x7
Hahn 47 H D-47 H D L	3½-4	4150	Con	6	4 x4½	38.4	Pb	Str	Vac	—	Br-L	U	4	Wis	2 R	—	4	D	151	7500	34x7	34x7 D
Hahn 67 H-67 H D	4-5	4950	Con	6	4⅜x4¾	45.94	Pb	Str	Vac	—	Br-L	U	4	Wis	2 R	—	4	D	151	9000	36x8	36x8 D
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20.71	4	Tr	137	3400	30x5	30x5
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 55001	Sp	21.26	4	Tr	149	3650	32x6	32x6
Indiana 111 X W	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Wis 4611	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65704	Wo	80.7	R	Js	168½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42.80	R	R	162½	6500	36x5 S	36x10 S
Indiana 127 A W	3	3625	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Wis 69311	Sp	41.72	R	Tr	141	6800	32x6	34x7 D
Indiana 627 A W	3	3925	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Wis 69311	Sp	41.72	R	Tr	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4955	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	168½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 68700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	720	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	D R	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25
Int. Harv. 6 Spd. Spec.	1	820	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	D R	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5
Int. Harvester S-24	1¼	1160	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	D R	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	30x5	30x5
Int. Harvester S-26	1¼	1310	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	D R	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	30x5	30x5
Int. Harvester SF-34	1½	1450	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	D R	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	32x6
Int. Harvester SF-36	1½	1600	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	D R	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	32x6
Int. Harvester SD-44	2	1590	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3700	30x5	32x6
Int. Harvester SD-46	2	1740	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6
Int. Harvester HS-54	2½	3850	Own	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	2 R	60.5	4	4	*148	8000	36x5	36x8 S
Int. Harvester HS-54-C	2½	3850	Own	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5 S	36x10 S
Int. Harvester HS-74	3½	4850	Own	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 1000	2 R	70.5	4	4	*160	10700	36x5 S	40x12 D
Int. Harvester HS-74-C	3½	4850	Own	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6 S	40x12 D
Int. Harv's'r HS-104-C	5	5500	Own	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	36x6	40x14 D
Int. Harvester SF-46	2	1950	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	D R	Own	U	4	Eat 2002	Sp	40.6	4	4	140	4000	32x6	32x6 D
La France-Repub. A-1	*6000	990	Lyc	6	2⅞x4¾	—	Po	Zen	Vac	Aut	Ful	U	4	Tim	Sp	36.1	4	Tr	132	3000	5.50x20	32x6
La France-Repub. C-1	*7000	1295	Lyc	6	3¼x4½	—	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.1	4	Tr	144	3300	6.00x20	32x6
La France-Repub. D-1	*9000	1595	Lyc	6	3¼x4½	—	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	37.9	4	Tr	144	3725	30x5	30x5 D
La France-Repub. F-1	*12000	2195	Lyc	6	3¼x4½	—	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	43.0	4	D	155	4850	32x6	32x6 D
La France-Repub. F-2	*13000	2395	Lyc	6	3⅝x5	—	Pb	Zen	Vac	Aut	Ful	U	4	Tim	Sp	40.1	4	D	174	5870	32x6	32x6 D
La France-Repub. H-1	*15000	2985	Lyc	6	3⅞x5	—	Pb	Zen	Vac	Aut	Ful	U	4	Eat	Sp	36.0	4	D	163	5850	34x7	34x7 D
La France-Repub. L-1	*18000	3595	Lyc	6	3⅞x5	—	Pb	Zen	Vac	Aut	Ful	U	4	Eat	2R	48.0	4	D	180	6900	36x8	36x8 D
La France-Repub. M-1	*20000	3800	Waukesha	6	4 x4¾	—	Pb	Zen	Vac	Aut	Br-L	U	5	Eat	2R	53.0	D	R	171	6900	36x8	36x8 D
*Larrabee 20	1	1595	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	D R	Br-L	U	3	Col	Sp	4.15	4	D	142	4170	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	D R	Br-L	U	3	Col	Sp	4.15	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	D R	Br-L	U	4	Wis	2 R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	D R	Br-L	U	4	Wis	2 R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	D R	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4⅛x4¾	40.8	Pb	Zen	Gra	D R	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Larrabee 80	5	5200	Con 21 R	6	4⅜x4¾	—	Pb	Zen	Gra	D R	Br-L	C	7	Tim	Wo	—	4	D	205	9150	36x8	36x8 D
Mack AB	2½-3	3950	Own	4	4¼x5	28.9	Pb	Str	Gra	R B	Own	U	4	Own	2 R	Opt	R	D	2-Opt	——	36x4 S	36x8 S
††Mack BJ	3½-5	6150	Own	6	4½x5½	48.6	Pb	Str	Vac	N E	Own	C	4	Own	2 R	Opt	4	D	3-Opt	——	36x8	36x8 D
††Mack AK	3½-5	5150	Own	4	5 x6	40.0	Pb	Str	Gra	R B	Own	J	4	Own	Ch	Opt	4	Js	3-Opt	——	36x5 S	36x5 D S
††Mack AK	3½-5	5250	Own	4	5 x6	40.0	Pb	Str	Gra	R B	Own	C	4	Own	2 R	Opt	4	D	3-Opt	——	36x5 S	36x5 D S
††Mack AC	3½-5	4950	Own	4	5 x6	40.0	Pb	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x5 S	40x10 S
††Mack AC	5½-7	5500	Own	4	5 x6	40.0	Pb	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x6 S	40x12 S
††Mack AC	7½	6000	Own	4	5 x6	40.0	Pb	Str	Gra	R B	Own	J	4	Own	Ch	Opt	Js	R	3-Opt	——	36x7 S	40x14 S
††Mack AP	7½	9500	Own	6	5 x6	60.0	Pb	Str	Gra	N E	Own	J	4	Own	Ch	Opt	R	Js	191	——	36x7 S	40x8 D S
Mack BL	1	2500	Own	6	3¼x5	25.39	Pw	Str	Vac	NE	Own	U	4	Own	Sp	Opt	4	D	148	——	B6.00x20	DB6.00x20
††Mack BG	1½	3000	Own	6	3⅝x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	Sp	Opt	4	D	138-156	——	P32x6	DP32x6
††Mack AB	2½-3	3500	Own	4	4¼x5	28.9	Pb	Str	Gra	R B	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	36x4 S	36x8 S
Mack AB	2½-3	4750	Own	6	3⅝x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	2 R	Opt	R	D	2-Opt	——	P34x7	DP34x7
††Mack AB	2½-3	4300	Own	6	3⅝x5	31.57	Pw	Str	Vac	NE	Own	U	4	Own	Ch	Opt	R	D	2-Opt	——	P34x7	DP34x7
††Mack BC	3½-4	5250	Own	6	4 x5½	38.4	Pb	Str	Vac	NE	Own	U	4	Own	2 R	Opt	4	D	2-Opt	——	P36x8	DP36x8
††Mack BC	3½-4	4250	Own	4	4¼x5	28.9	Pb	Str	Gra	R B	Own	U	4	Own	2 R	Opt	4	D	2-Opt	——	36x5 S	36x5 DS
Mack AC 6-wheel	10	7500	Own	4	5 x6	40.0	Pb	Str	Gra	R B	Own	J	4	Own	Ch	Opt	4R	Js	3-Opt	——	36x7 S	40x12 S
Mack AP 6-wheel	10	12000	Own	6	5 x6	60.0	Pb	Str	Gra	N E	Own	J	4	Own	Ch	Opt	4R	Js	3-Opt	——	36x7	40x12 S
Moreland Ace	†2600	1550	Con E 18	6	3⅜x4	27.34	Pb	Zen	Vac	Aut	Br-L 20	U	4	Tim 52000 H	Sp	29.17	4	D	136⅜	3000	7.00x20B	7.00x20B
Moreland R R 7	†4000	2025	Con 16 C	6	3⅜x4⅝	27.34	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54004 H	Sp	32.95	4	D	158½	4000	32x6	32x6
Moreland B 7	†5850	2520	Her W X B	6	3¾x4½	33.75	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.78	4	D	184	4750	32x6	32x6D
Moreland B D 7	†8400	3565	Her W X B	6	3¾x4½	33.75	Pb	Zen	P	Aut	Br-L 35	U	4	Own	Wo	40.98	4	D	184	6000	34x7	34x7
Moreland E 7	†7400	3520	Her W X C 2	6	4⅛x4½	40.84	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65001 H	Wo	36.11	4V	D	182	6000	34x7	34x7D
Moreland E X 7	†10700	4405	Her W X C 2	6	4⅛x4½	40.84	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 56706 H	Wo	85.40	4V	D	182	6500	9.00x20	9.00x20D
Moreland E D 7	†12000	5285	Her W X C 2	6	4⅛x4½	40.84	Pb	Zen	P	Aut	Br-L 51	U	4	Own	Wo	96.42	4V	D	196	8500	36x8	36x8
Moreland H 7	†12000	5200	Her Y X C	6	4⅝x4¾	45.9	Po	Zen	P	Aut	Br-L 55	U	4	Tim 66704 W P	Wo	99.18	4	D	196	8000	36x8	36x8D
Moreland H D 7	†17000	6585	Her Y X C 3	6	4⅝x4¾	51.34	Pb	Zen	P	Aut	Br-L 55	U	4	Own	Wo	93.67	4V	D	220	10500	9.00x20	9.00x20D
Moreland S D 7	†20000	6860	Her Y X C 3	6	4⅝x4¾	51.34	Pb	Zen	P	Aut	Br-L 65	U	4	Own	Wo	102.82	4V	D	221¼	11500	36x7S	36x10S
Moreland T D 7	†19000	8245	Con 16 H	6	4¾x5¾	54.15	Pb	Zen	P	Aut	Br-L 714	U	4	Own	Wo	113.84	4V	D	221¼	12500	36x7S	36x10S
Paige	¾	850	Own	6	3¼x4½	25.35	Pb	Stw	P	D R	W-G	U	3	Sal	Sp	17.36	4	Tr	115	2465	B 5.50x19	B 5.50x19
*Pierce-Arrow F A-1	1½-2	2450	Own	6	3½x5	29.4	Pw	Str	Pre	D R	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
*Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	D R	Own	C	4	Own	Wo	44.2	4Dv	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	D R	Own	C	4	Own	Wo	48.1	4Dv	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	D R	Own	C	7	Own	Wo	95.0	4Dv	R	156	8400	36x5	36x6 D S
*††Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	D R	Own	C	4	Own	Wo	41.5	4Dv	R	162	8780	36x5	36x6 D S
*††Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	D R	Own	C	4	Own	Wo	40.5	4Dv	R	162	9440	36x6	36x7 D S
*††Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	D R	Own	C	4	Own	Wo	51.9	4Dv	R	168	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	D R	Own	C	4	Own	Wo	51.9	4Dv	R	132	10200	36x6	36x8 D S

Major Specifications and Mechani cal Details of 1930 Commercial Cars Built in the United States

Make and Model	Capacity—Tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Relay 20 B	1	1700	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	25.7	4Dv	D	142	4100	B 30x5	B 30x5
Relay 30 A	1½	2990	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4Dv	D	168	5300	B 34x5	D B 34x5
Relay 40 A	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Own	Relay	34.5	4Dv	D	168	5500	B 36x6	D B 36x6
Relay 50 C	2½	4415	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7300	B 36x6	S 36x10
Relay 60 C	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Own	Relay	58.5	4	D	175	7450	B 36x6	S 36x12
Relay 70 C	3½	5250	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	D	175	8600	B 36x6	S 40x12
Relay 80 C	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Cov	C	8	Own	Relay	84.2	R	D	175	8800	B 36x6	S 40x14
Reo 15 Junior	½	785	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	D R	W-G	U	3	Sal	Sp	14.63	4	Tr	115	2290	5.50x18	5.50x18
Reo D A	1	995	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	D R	W-G	U	3	Own	Sp	18.4	4	Tr	123	2755	30x5	30x5
Reo D F	1	1095	Con 16 E	6	3⅜x4	27.3	Pb	Sch	Vac	D R	W-G	U	3	Own	Sp	18.4	4	Tr	138	2850	30x5	30x5
Reo F A	1½	1295	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	22.96	4	Tr	137	3525	32x6	32x6
Reo F E	1½	1395	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	22.96	4	Tr	152	3700	32x6	32x6
Reo F H	2	1595	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	37.6	4	Tr	142	4165	32x6	32x6 D
Reo F C	2	1645	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	37.62	4	Tr	152	4025	32x6	32x6 D
Reo F D	2	1745	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	37.62	4	Tr	168	4075	32x6	32x6 D
Reo G A	3	2035	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	41.05	4	Tr	163	4625	32x6	32x6 D
Reo G C	3	2140	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	41.05	4	Tr	179	4850	32x6	32x6 D
Reo G D	3	1985	Own	6	3⅜x5	27.3	Pb	Sch	Vac	D R	Own	U	4	Own	Sp	46.2	4	Tr	144	4570	32x6	32x6 D
Rugby Model 401	1	*775	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Selden 7 C	1	1098	Con	6	2⅞x4¾	19.84	Pb	Zen	Vac	Aut	B B	U	3	Tim	Sp	5.5	4	D	124	3600	30x5	30x5
Selden 17 C	1½	1430	Con	6	3⅛x4	27.3	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	5.5	4	D	142	4000	30x5	30x5
Selden 37 C	2½	1950	Con	6	3⅜x4⅝	27.34	Pb	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	5.5	4	D	151	4795	30x5	30x5 D
Selden 39 C	3	2848	Con	6	4 x4⅛	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	6.6	4	D	164	6065	32x6	32x6 D
Selden 47 H B	3½	3775	Con	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	4	Tim	Sp	6.6	4	D	171	7185	34x7	34x7 D
Selden 47 H D	4	4150	Con	6	4 x4½	38.4	Pb	Str	Vac	Aut	Br-L	U	5	Wis	D R	7.3	4	D	171	7475	34x7	34x7 D
Selden 67 C	5	4950	Con	6	4⅜x4¾	45.94	Pb	Str	Vac	Aut	Br-L	U	7	Wis	D R	7.14	4	D	171	9000	36x8	36x8 D
Selden 77	7	7150	Con	6	4¾x5¾	54.15	Pb	Str	Vac	Aut	Br-L	U	7	Wis	D R	9.36	4	D	178	12000	36x7	40x7 D
Service 20 Y	1	1600	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Col	Sp	25.5	4	D	142	3900	B 30x5	B 30x5
Service S 11 Y	1½	1990	Bud H S 6	6	3⅜x4½	27.3	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Sp	29.2	4	D	161	4300	B 30x5	D B 30x5
Service 40 Z	2	3240	Bud D S 6	6	3⅝x5	31.2	Pw	Zen	Vac	Aut	Br-L	U	4	Tim	Wo	34.8	4	D	168	4900	B 36x6	D B 36x6
Service 60 Z	3	4480	Bud B U S	6	4 x5⅛	38.4	Pw	Zen	Vac	Aut	Br-L	U	5	Tim	Wo	63.0	4	D	175	7100	S 36x5	S 36x12
Service 80 Z	4	5330	Bud B A 6	6	4⅛x5⅛	40.8	Pw	Zen	Vac	Aut	Br-L	C	7	Tim	Wo	98.2	R	D	175	8400	S 36x6	S 36x14
Stewart 30	1	695	Lyc A F E	4	3¾x4½	22.5	Pb	Str	Vac	D R	Cla	U	4	Sal	Sp	6.6	4	D	130	2905	6.50x20	6.50x20
Stewart 30 X	1	795	Lyc W R G	6	2⅞x4½	19.8	Pb	Str	Vac	D R	Cla	U	4	Sal	Sp	6.6	4	D	130	2965	6.50x20	6.50x20
*Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Vac	D R	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	D R	Ful	U	4	Cla	Sp	24.0	4	D	130	3326	32x6	32x6
Stewart 28 X	1½	1495	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	D R	Ful	U	4	Cla	Sp	27.3	4	D	136	3840	30x5	30x5 D
Stewart 29 X	2	1695	Lyc 4 S L	6	3¼x4½	25.3	Pb	Str	Vac	D R	Ful	U	4	Cla	Sp	27.3	4	D	145	4188	32x6	32x6 D
Stewart 26 X W	2	2290	Lyc T F	6	3⅝x5	31.5	Pw	Str	Vac	D R	Ful	U	4	Tim	Wo	29.0	4	D	165	5095	32x6	32x6 D
*Stewart 18 X	2½	2690	Lyc T F	6	3⅝x5	31.5	Pw	Str	Vac	D R	Ful	U	4	Tim	Wo	29.0	4	D	165	5788	32x6	32x6 D
Stewart 32 X	2½	1990	Lyc A S A	6	3⅝x4¾	31.54	Pw	Str	Vac	D R	Ful	U	4	Cla	Sp	7.25:1	4	D	165	5100	32x6	32x6 D
Stewart 33 X	3	3290	Lyc T S	6	3⅞x5	36.2	Pw	Str	Vac	D R	Ful	U	4	Tim	Wo	7.25:1	4	D	165	6450	34x7	34x7 D
Stewart 19 X	3½	3690	Lyc T S	6	3⅞x5	36.2	Pw	Str	Vac	D R	Ful	C	12	Tim	Wo	105.1	4	D	165	6990	36x5	36x10
Stewart 31 X	5	4990	Wak 6 R S L	6	4⅛x5⅛	45.9	Pw	Str	Vac	D R	Ful	C	8	Tim	Wo	10.5:1	4	D	165	8400	36x6 S	36x6 S D
Stewart 27 X	6-7	5700	Wak 6 R S L	6	4⅜x5⅛	45.99	Pw	Str	Vac	D R	Ful	U	8	Tim	Wo	93.81	4	D	165	9927	36x7	40x7 D
Studebaker GN-P	¾	845	Own	6	3⅛x4⅛	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	15.15	4	‡4	115	2465	6.00x19	6.00x19
Studebaker GN-S	1	1045	Own	6	3⅛x4⅛	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	13.8	4	D	130	2990	6.00x20	30x5
Studebaker GK-N	1	1095	Own	6	3⅛x4⅝	27.3	Pb	Str	P	DR	Own	U	3	Own	Sp	13.8	4	D	146	2955	30x5	30x5
Studebaker GN-N	*4000	1245	Own	6	3⅞x4⅛	27.3	Pb	Str	P	DR	Cla	U	4	Cla	Sp	33.5	4	D	146	3265	30x5	32x6
Studebaker 77	*12500	2895	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	158	5030	7.00x20	7.00x20 D
Studebaker 88	*12500	3295	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	184	5200	7.50x20	7.50x20 D
Studebaker 99	*14000	3795	Own	8	3½x4⅜	39.2	Pb	Str	P	DR	Ful	U	4	Eat	Sp	24.6	4V	D	184	5680	7.50x20	7.50x20 D
Whippet 96 A	½	380	Own 96 A	4	3⅛x4¾	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1659	28x4.75	28x4.75
Whippet 6 C-101	1½	645	Own 98 A	6	3⅛x3⅞	23.4	Pb	Til	Vac	Aut	Ful	U	4	Cla-B 364	Sp	33.5	4	R	131	2540	30x5	30x5
†White 15 B	1	1545	Own G K A	4	3¾x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3755	32x6	32x6
†White 20 A	1½	2125	Own G K A	4	3¾x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	2 R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.2	R	D	165	5096	36x4 S	36x7 S
†White 51 A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	66.1	4	R	174	8402	36x5 S	40x5 S D
†White 52 T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	76.5	4	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	5	Own	I G	92.3	4	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	4	4	180	7400	36x5 S	36x5 S D
†White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	D R	Own	U	3	Own	Sp	17.9	4	D	138	3562	30x5	30x5
†White 61	1½	2450	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	D R	Own	U	4	Own	Sp	23.4	4	D	148	4612	30x5	30x5 D
Willys-Knight 15	1½	1545	Own K G T	6	2⅞x4⅜	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅞x4⅜	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	2 R	30.3	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	2 R	30.3	4	R	164	5020	32x6	32x6 D

GENERAL NOTATIONS

"REFERENCE MARKS apply to individual lines only and explanations are given under the subdivision for each company in the "SPECIAL NOTATIONS."

CAPACITIES given in this table are in tons or fractions of tons. *Shows maximum allowable gross weight in pounds.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; CS, circulating splash; Sp, Splash.

CARBURETOR—Car, Carter; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; D R, Delco-Remy.

TRANSMISSION—Br. L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C Center, Amid; U, in unit with engine.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken, Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral bevel; Wo, Worm; 2 R, Double Reduction; Ch, Chain; Relay, Relay drive.

BRAKES—Js, Jack shaft; R, Rear wheels; D, Drive shaft; 4, four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

*Chief model also available as 2½-ton model, 34x7 tire, dual rear, weight 6,400. Price $3,900.

Chieftain model also available as Dump Truck, 160-inch wheel base.

Balloon tires optional on Chief, Chieftain and Big Chief models.

AUTOCAR

†Engines in these models are located under the driver's seat.

DAY-ELDER

Models GP and HF also available in 186-inch wheel base.

Model JF also available in the following wheel bases, 165, 180 and 204 inches.

Model KF also available in 202-inch wheel base and tractor 149.

DURANT LINE

*Price includes panel body.

GENERAL MOTORS TRUCK LINE

‡Capacity given in all cases is maximum allowable total gross weight (straight rating), and includes chassis, cab, equipment, body and load.

Model T-19 is also available in three other types, with 145¾-inch wheel base having same straight ratings and standard tire combinations as listed for the 127¾-inch wheel base types shown in the table.

Model T-25 is also available in three other types, with 140-inch wheelbase having same straight rating and standard tire combinations and in two other types on the 127¾-inch wheelbase.

Model T-30 is also available in six other types, with 152 and 164 inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 136-inch wheel base types shown in the table.

Model T-42 is also available in nine other types, with 152, 164 and 175 inch wheel bases respectively, having same straight ratings and standard tire combinations as listed for the 136-inch wheel base types shown in the table.

Model T-60 is also available in nine other types, with 160, 180 and 200 inch wheel bases, respectively, having same straight ratings, and standard tire combinations as listed for the 140-inch wheel base types shown in the table.

Model T-60 Special is also available in six other types with 160¾, 180¾ and 200¾ inch wheel bases, respectively, having same straight ratings and standard tire combinations as listed for the 140¾-inch wheel base types shown in the table.

Optional rear axle gear ratios are available for all types and optional tire equipment is available for all types except Model T-11-1001.

F. W. D.

*Indicates six-wheel model. Special power take-off transmission, which provides 3 power take offs which may be operated in any transmission speed, optional on all models.

GRAMM

*Models B, C, D and E are furnished in three wheel base lengths—others on request.

*Model T Series—Larger engines, pneumatic tires and special wheel bases, and 8 speed transmissions—optional at extra cost.

Model "GY"—190 and 210 in. wheel bases.

Model "HY"—210 and 236 in. wheel bases.

*Model "HY"—210 and 236 in. wheel bases. Tire sizes and electrical equipment optional, depending upon type of service—Coach or Van.

*Above models are all built in tractor wheel base lengths for semi-trailer use.

INTERNATIONAL HARVESTER LINE

Model A 4 also available in the following wheel bases, 170 and 185 inches.

Model A 5 also available in the following wheel bases, 170, 190, 210 inches.

Model W 1 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200 inches.

*Model HS-54 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

*Model HS-54-C also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

*Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

*Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

*Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bever or double reduction axles available in 30. Worm axles in 60, 70 and 80. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

Other wheel bases furnished on all truck models.

On 6-wheel jobs, 4 rear wheels driven by chains, foot brake on 4 rear wheels.

Hyp.—Hypoid drive, single reduction.

††Made also in tractor models.

MORELAND LINE

‡Indicates pay-load weight in pounds.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,550 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,250 on 180-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,300 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base weight 9,050 lbs.

*Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

*Model 75-4 also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¼ by 4½ inches, rated 25.3 h.p., weight 3,150 lbs.

*Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

**Model 62, same as 60-61, on 171-inch wheel base, $3,040.

†Model 25W-25WRB available with four-wheel brakes.

**Model 66, same as 65, on 200-inch wheel base, $3,750.

**Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

**Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

**Model 85 also available as Model 86 on 170-inch wheel base, price $2,150.

**Model 50-51 also available as Model 52 on 170-inch wheel base.

REO LINE

*Tonner in wheel base, 123, 138; 1½-ton in wheel base, 137, 156, 152; 2-ton in wheel base, 152, 168; 3-ton in wheel base, 168, 179, 184.

RUGBY

F—Chassis weight includes body.

STEWART LINE

Model 30 and 30X can also be supplied in 120 and 140-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

Model 28X can be supplied in 145, 160 and 176-inch wheel base.

Model 29X can be supplied in 160 and 176-inch wheel base.

*Model 26XW can be supplied in 148, 176 and 190 inch wheel base.

*Model 18X, 32X and 33X can be supplied in 148, 190 and 220-inch wheel base.

*Models 19X, 31X and 27X can be supplied in 148, 172, 190, 220 and 235-inch wheel base

STUDEBAKER LINE

*Capacity Model GN-N is 4000 lbs. for body, cab, driver and payload.

Maximum gross load, chassis, body and payload for Models 77 and 88 is 12500 lbs. and for Model 99 is 14000 lbs.

‡Hand brake same as foot brake, standard. Hand brake on drive shaft, special equipment.

WHITE LINE

*Bus Model 53 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 58 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

Range of Automotive Stocks: Financial News

NEW YORK CURB EXCHANGE

Sales		High	Low	Close	Net Chge
230200	Cities Service..	29⅜	37⅛	37⅞	— ½
1200	do pf	89¼	83⅝	88⅜	...
	Con Dia Fibre.	No sales today			
8100	Cord Corp	12¼	11⅞	11⅞	— ⅛
	Doehler D C...	No sales today			
200	Durant Motor.	5	5	5	...
300	Fageol Motor..	2⅝	2⅝	2⅝	— ½
	Fedders	No sales today			
	Federal Mogul.	No sales today			
	Federal Screw.	No sales today			
	Flat	No sales today			
800	Ford Canada..	29⅝	29⅜	29⅝	+ ½
	Ford France ..	No sales today			
4100	Ford Ltd	15⅛	14¼	14⅝	— ⅝
	Franklin Mfg .	No sales today			
	Gen T & Rub.	No sales today			
	Gr'n'f'ld T & D	No sales today			
	Hall Lamp ...	No sales today			
	Henney	No sales today			
	Hood Rubber..	No sales today			
	India Tire	No sales today			
	Isotta Fras ...	No sales today			
	Jaeger	No sales today			
	Lakey	No sales today			
	McQuay Norris.	No sales today			
	Midland Steel..	No sales today			
	Nat Rub Mach	No sales today			
1500	Paramount Cab	9⅛	8¾	9⅛	+ ⅛
	Perfect Circle..	No sales today			
	Pines Winter...	No sales today			
100	Pitt Pl Glass..	53	53	53	—2½
	Rolls Royce Am	No sales today			
	Ross Gear	No sales today			
	Safe T Stat....	No sales today			
	Selberling	No sales today			
140	Smith A O....	178	175	178	+ 6½
	Sparks With ..	No sales today			
500	Stutz Motor....	2⅝	2⅝	2⅝	...
300	Thermoid Co..	23	22½	23	...
	Triplex	No sales today			
400	Tung Sol	25	24	24	...
	U S Asbestos..	No sales today			
500	Watson, J W...	2⅞	2¾	2⅞	— ⅛
	Wayne Pump..	No sales today			
	West Auto	No sales today			
	Yel'w Taxi N Y	No sales today			

NEW YORK OVER-THE-COUNTER

Div.		Bid	Asked
6	Am Hard Rubber.....	60	65
....	Dixon (J) Crucible.....	162	166
3.50	Doehler Die Casting.....	37½	..
7	do pf	83	..
....	Eisemann Magneto.....	22	..
7	do pf	89	..
....	Rolls Royce Am.....	..	13
....	do pf	15	19
....	Splitdorf Beth El.....	3	4

CHICAGO STOCK EXCHANGE

Sales		High	Low	Last
100	Acme Steel	72¾	72¾	72¾
1100	Allied Motor Ind...	16¾	16	16½
400	Allied Products	40¾	40	40¾
100	Auburn Auto	220	220	220
9000	Bendix Aviation ...	45¼	43⅞	44
50800	Borg-Warner	46⅝	44¾	45
50	Chain Belt	47	47	47
1400	Cord Corp	12⅛	11⅞	12⅛
25	La Salle Exten.....	3⅛	3⅛	3⅛
40	Mohawk Rubber	10½	10½	10½
100	Nachmann Springfd	19⅝	19½	19½
10	National Battery...	30	30	30
100	Noblitt Sparks	49⅞	49⅞	49⅞
450	Pines Winterfront..	44¼	43⅝	43⅝
100	Van Sicklen	21	21	21
90	Waukesha Motor....	109½	109½	109½
135	Wayne Pump	30	30	30

CLEVELAND STOCK EXCHANGE

Sales		High	Low	Last
5	Apex Electric	16½	16½	16½
15	Central Alloy pf....	108½	108½	108½
35	General Tire	140	140	140
69	Glidden pr pf.....	102	102	102
22	Ohio Brass pf.....	112	112	112
125	Ohio Brass B.....	74¾	74¾	74¾
75	Sciberling Rubber...	16	16	16
600	Thompson Products	35½	35¼	35¼

DETROIT STOCK EXCHANGE

Sales		High	Low	Last
1125	Diesel W Gil.....	22	21⅞	22
210	Detroit Motor Bus.	7⅛	7⅛	7⅛
825	Excello	19	18½	18½
220	Federal Mogul	12	11⅝	12
535	Ford Mot Canada A	29⅝	29⅜	29½
154	Federal Mot Truck	11½	11½	11½
1900	Packard	19	18⅞	18⅞
210	Timken Axle	16¼	16	16

YELLOW TRUCK SHOWS BIG 1929 EARNINGS

Pontiac, Mich., March 6.—Net profit of the Yellow Truck and Coach Manufacturing Company in 1929 amounted to $1,177,799 from operations, including $513,003 earned by the Yellow Manufacturing Acceptance Corporation, according to announcement today by Paul W. Seiler, president. This compared with a deficit of $1,104,411 in 1928.

Net sales last year were $49,908,177, as compared with $46,124,368 in 1928. Net profit from operations, before provision for depreciation and income taxes, was $2,364,222. Surplus adjustments of $750,167, applicable to prior years, were added to income realized during 1929, so that a total of $1,927,966 was carried to surplus during the year.

Net profit from operations before deducting selling, advertising and administrative expenses, depreciation and income taxes, amounted to $11,844,167, from which were deducted selling, advertising and administrative expenses of $9,999,082.

CHICAGO YELLOW CAB SHOWS $1,786,314 PROFIT

Chicago, March 6.—Pamphlet report of the Chicago Yellow Cab Company, Inc., for the year ended December 31, 1929, shows net profit of $1,786,314 after depreciation, Federal taxes and after special write-off of $706,340 for loss on cabs sold or scrapped during the year, equivalent to $4.46 a share on 400,000 no-par shares of capital stock. This compares with net profit in 1928, after crediting the account with refund of $212,964 on account of previous year's taxes, of $1,832,568, or $4.58 a share and, excluding the tax refund, to $4.05 a share.

WEDNESDAY, MARCH 5

NEW YORK STOCK EXCHANGE

Previous 1929-1930 High	Low	Div.		Sales	High	Low	Close	Net Change
104⅞	7	....	Advance Rumely	700	20	18½	18½	— ¾
119	15	....	do pf.	300	34	34	34	— 2
223⅜	77	3	Air Reduction	3,600	137¼	133	133	— 3⅞
11¼	1	....	Ajax Rubber	1.400	2⅛	2	2	....
75½	35⅛	3	Allis Chalmers	40.500	63	61⅜	61⅝	+ ⅛
76½	27	....	Am. Bosch Magneto.		No sales today			
95⅛	70¼	7	Amer. Chain pf.	400	94¾	93	94¾	+ 1¾
8⅞	2	....	Am.-La France	400	2½	2¼	2½	....
514	120	*4	Auburn	1.200	219	217	217	— ½
104⅜	25	2	Bendix Aviation	7,900	45⅛	44	44⅛	+ ⅛
136¾	37	3	Bohn Aluminum	100	53	53	53	....
86⅞	26	4	Borg-Warner	17.000	46¾	44½	45½	+ ⅛
63⅛	8½	....	Briggs Mfg. Co.	4,100	15¼	14⅝	14⅞	— ⅛
43½	17⅜	2	Briggs & Stratton ...		No sales today			
73⅞	13	....	Brockway Motor	200	15¼	15¼	15¼	....
22⅞	8⅛	1	E. G. Budd Mfg.	4.300	13¼	12½	13	+ ½
14⅝	7¾	1	Budd Wheel	1,700	13¼	13	13	— ⅛
54¾	25	1.60	Bullard	8.600	50	48½	49⅞	+ 1⅝
68⅝	40¼	*3	Caterpillar	8.500	69¾	68	69	+ ⅞
90¾	18	4.20	Checker Cab	1,900	48½	46⅛	47	— 1
47½	21⅞	....	Chicago Pneu. Tool.	900	30½	30	30¼	+ ⅝
36	21⅞	3	Chicago Yellow Cab.	70	26⅜	26¾	26¾	— ¼
135	26	3	Chrysler Corp.	23,900	39	37½	38	— ½
38½	33	....	Clark Equipment ...		No sales today			
92⅝	18	2	Commercial Credit..	2,700	35¾	35	35	— ½
105¾	70	6.50	do 6½s pf.		No sales today			
79	22⅛	†1.60	Comm'l Invest Trust	10,700	52⅞	51¼	51¼	+ ⅜
99	87	6.50	do 6½s pf.		No sales today			
28⅜	5⅝	....	Continental Motors..	2.000	7⅜	7⅛	7⅜	+ ⅛
121¼	58	*3.50	Cutler-Hammer	2,100	81	79⅞	79⅞	+ ⅞
231	80	*4	Du Pont	4.100	127	125	125¼	— 1⅜
76¾	18	3	Eaton Axle & Spring	4,100	34⅝	32½	33⅞	— ¼
174	50	6	Electric Auto-Lite ..	3,700	102⅞	100⅝	100⅜	— 1⅛
104½	55	5	Electric Stor. Battery	700	75⅞	75	75	— ⅛
22½	3¼	....	Emerson Brant		No sales today			
73¾	15	2.50	Evans Auto Load ...	600	26½	26	26	— ⅛
22⅝	5	.80	Federal Motors	200	11	11	11	....
37	24½	1.60	Firestone T. & R.	500	28⅛	28	28	— ⅛
89⅝	79¾	6	do pf.	1,100	81⅞	81⅜	81⅜	— ¼
20⅛	2⅛	....	Fisk Rubber	1,800	3⅞	3½	3⅝	....
72½	8	....	do 1st pf.	50	16½	16½	16½	....
437⅜	5	....	Gabriel Snubber A..		No sales today			
78¾	55¼	1.60	General Electric	120,300	78⅜	76	76¼	— ¾
25	3	....	Gardner Motor	600	6	5½	5½	— ½
91¾	33¼	*3	General Motors	38,200	42⅝	41¾	42⅛	— ⅝
126½	112	7	do 7s pf.	200	123	123	123	....
64⅛	26	*2	Glidden Co.	6,700	36¼	35⅛	35⅛	— ⅞
106⅛	95	7	do pf.	100	103½	103	103½	+ 1
105¾	38¼	4	Goodrich	3,100	49⅝	48	48½	— ⅝
115⅛	95½	7	do pf.		No sales today			
154½	60	5	Goodyear T. & R. ..	13,000	88¼	84¼	84½	— 2
104⅞	86	7	do pf.	400	99	98⅜	99	+ ⅛
54	7⅜	....	Graham-Paige Motor	1,800	9¾	9¼	9½	— ¼
68⅜	5½	....	Hayes Body	1,900	8	7⅞	7⅞	— ⅛
33½	21½	1.80	Hercules Motor	100	25¼	25¼	25¼	— ⅝
52¾	13	2	Houdaille-Hershey ..	1,200	25	24⅝	24¾	+ ¼
93½	38	5	Hudson Motor Car ..	7.400	55⅞	55	55	— ⅜
82	18	*2	Hupp Motor Car	4,900	21⅜	21	21	— ⅜
32½	3½	....	Indian Motocycle ...	46.200	15⅞	9	10⅞	— 4⅝
14¼	2	....	Intercon. Rubber ...	100	5¾	5¾	5¾	....
142	65	2.50	Interna. Harvester ..	1,300	96⅜	93	93	— ⅝
145	137	7	do pf.	100	141⅜	141⅜	141¾	+ ⅛
242¾	90	3	Johns-Manville	10.100	139⅜	135¼	137	+ ¼
16½	1½	....	Jordan Motor Car ..	500	3⅜	3⅜	3⅜	....
24	3	....	Kelly-Springfield ...	300	4¾	4¾	4¾	....
100	26	....	do 6s pf.		No sales today			
94⅞	16	....	do 8s pf.	10	30	29½	29½	— ½
59¾	18⅝	2	Kelsey-Hayes Wheel	2.400	29¼	27⅛	28⅝	— 1
25	5	....	Lee Rubber & Tire..		No sales today			
61	37⅝	2.60	Link Belt	300	44	43	44	+ 2
108⅞	22	2	Ludulm Steel	7.500	42⅞	41⅜	41⅜	— ⅞
114⅜	55⅛	6	Mack Trucks	5,800	83¾	81½	83¾	+ 2¼
55	39⅞	2	Marlin Rockwell		No sales today			
104	19	2	Marmon	5,700	30½	28¼	29	+ ⅛
4	3	....	Martin Parry		No sales today			
34⅞	9	2	Mengel	1,700	20¼	19	19	— ⅝
122⅞	44	2.50	Michigan Steel		No sales today			
28⅞	3¼	....	Miller Rubber	100	4¼	4¼	4¼	....
12½	1½	....	Moon Motors	14.200	11¼	9	10¼	....
31⅜	3¼	....	Moto Meter G. & E.	500	6¾	6½	6½	— ⅜
142	36	2	Motor Products		No sales today			
55⅛	21	3	Motor Wheel Corp...	500	30	29½	29½	— ½
81⅞	10	....	Mullins Mfg.	100	17	17	17	— 1¾
100⅞	14⅞	‡2	Murray Corp.	2.600	21	20½	20½	....
118⅞	40	6	Nash Motors	21.800	48¾	45⅝	46	— 2½
41⅞	14⅝	1.50	National Acme	500	24½	24	24	— ⅛
.6¼	¾	....	Norwalk T. & R.		No sales today			
54	8	....	do pf.		No sales today			
10⅞	2½	....	Omnibus Corp.	100	4⅝	4⅝	4⅝	— ⅛
55	22¼	2.50	Otis Steel	200	33½	33½	33½	....
32¼	13	1	Packard Motor Car..	19,400	19	18¾	18⅞	....
25¾	15½	1.50	Parmalee Transport.	9.300	24	22½	22⅞	— 1⅛
22½	5⅛	....	Peerless Motor Car..	1,100	12	11⅞	11⅞	— ⅛
26	21½	....	Pierce-Arrow		No sales today			
73½	69½	6	do pf.		No sales today			
30¾	20	1.50	Pure Oil	19.200	23⅝	22⅛	22¾	+ ⅝
58½	28	2.60	Raybestos Manhattan	100	38	38	38	— ½
31⅞	10⅛	.80	Reo Motors	1.600	13⅝	13⅜	13⅝	....
12¼	3⅝	....	Reynolds Spring	800	5⅜	5	5	— ½
22½	9¾	1.20	Seagrave		No sales today			
31¾	19	1.40	Shell Union Oil	4.500	22¼	22	22	....
45	21	2	Sinclair Oil	22.700	25⅜	24¾	25	....
73	13⅛	1	Sparks-Withington ..	6.500	21⅝	20⅛	20⅝	— 1
66¾	20⅛	....	Spicer Mfg.	400	32¾	32¼	32¾	+ 1¼
66¾	20⅛	....	do pf.		No sales today			
81⅞	51½	2.50	Stand. Oil of Cal. ..	6.800	61¼	59¼	60	+ ¼
83	48	*1	Stand. Oil of N. J. ..	57.800	63¼	61	61½	+ 1¼
48½	31¼	1.60	Stand. Oil of N. Y...	6.700	32⅞	32⅜	32¾	....
77	30	*3.50	Stewart-Warner Spd.	2.300	40¼	39⅝	39⅝	— ⅛
98	38¼	5	Studebaker Co.	5.600	42	41⅜	41¾	— ¼
122¼	116	7	do pf.		No sales today			
38	33½	2.40	Thompson Prod., Inc.	1.800	35½	35¼	35¼	— ⅜
34⅜	11½	*.60	Timken Detroit Axle	1.100	16	15⅞	16	....
139⅜	58½	3	Timken Roller Bear.	3.500	77½	76	76	— 1¼
63	30	2.50	Trico	400	39	39	39	....
243⅝	95	*6	U. S. Ind. Alcohol ..	5.300	121½	118⅜	119	— ⅝
65	15	....	U. S. Rubber	11.800	28⅞	27⅜	27⅜	— 1⅛
92½	40⅛	....	do 1st pf.	1.300	54⅜	54	54	+ ¾
42⅞	15	1	Warner Quinlan	3.900	17¼	17	17	— ⅛
67¾	36½	2	Westinghouse A. B...	1,900	49¾	49⅛	49⅛	— ¼
53½	27¼	2	White Motors	900	35⅞	35⅛	35⅛	— ¼
61¼	19	2.50	Wilcox Rich A	500	30⅞	30½	30½	— ½
62	12⅜	2	do B	1.000	23⅛	23	23⅛	— ⅝
35	5¼	1.20	Willys-Overland	4.800	9¾	9¼	9⅜	— ¼
103	65	7	do pf.	300	80⅛	80	80⅛	+ 1
51¼	7½	....	Yellow Tr. and C. B	2.500	20⅛	19½	19½	— ⅜
96½	72	....	do pf.	10	90	88	90	+ 5
59¾	33½	3	Young (L.A.) Spr.&W.	100	44¾	44¼	44¼	+ ¼

*And extra. †And 6 per cent. extra. ‡Stocks.

RUBBER PRICES

RUBBER EXCHANGE OF NEW YORK

	High	Low	Close	Prev. close
March.....	15.00	14.70	†14.80	15.10
April.....	....	....	14.90a15.00	15.30
May.....	15.30	15.10	†15.10a15.20	15.50
June.....	....	....	*15.40	15.70
July.....	15.90	15.60	†15.70	16.00
August.....	....	....	*15.80	16.20
September...	16.40	16.00	*16.00a16.10	16.40
October.....	16.20	16.20	*16.20	16.60
November....	16.50	16.40	16.30a16.40	16.70
December....	16.50	16.50	16.50a16.70	16.90
1931—				
January.....	....	....	*16.70	17.10
February.....	....	....	*16.90	17.30
Spot.....	....	....	*14.90	15.20
Sales (tons)			2,117½	1,112½

Transferable notices, 36; so far, 507.
Market closed steady.

*Nominal. †Trading.

OUTSIDE CLOSING PRICES

(Per pound, delivered New York)

Plantation—	Bid	Asked
Ribbed smoked sheets, spot.....	14⅞	15
March	14⅞	15
April-June	15¼	15½
July-September	16	16¼
October-December	16½	16¾
Spot—		
First latex	15	15⅛
Thin pale latex.....	15¼	15½
Clean thin brown No. 2.....	13½	13⅝
*Specky crepe	13⅛	13⅜
Rolled brown crepe.....	9¾	10
No. 2 amber	13¾	14
No. 3 amber	13½	13¾
No. 4 amber.....	13	13½
*Paras—		
*Upriver, fine, spot.....	16½	..
do coarse	8½	8¾
*Accra, fine, spot.....	17	..
*Caucho Ball—Upper	8¼	8½
Centrals—		
*Esmeralda	8¼	..
*Central scrap	8¼	..
Guayule, washed and dried.....		15
Balata—		
*Block Ciudad	40	41
*Surinam sheet	51	52
*Manaos block	42	43
Peruvian block	18	18½

*SCRAP RUBBER

(Dealers' buying prices, f. o. b. New York)

Boots and shoes, black, ton.	$16.50	a18.00
Arctics, cwt	.50	a .60
Inner tubes, mixed, cwt.....	3.00	a 3.25
Inner tubes, red, cwt.....	3.25	a 3.37½
Tires, standard, mixed, ton	10.00	a11.00
Inner tubes, No. 1, cwt.....	6.12½	a 6.25
Inner tubes, No. 2, cwt.....	3.00	a 3.12½
Mixed hose, soft, cwt.....	.40	a .45
Hose, air brake, ton.....	10.00	a12.00

*Nominal. †Sold on sample only.

GASOLINE PRICES

	Net tank wag'n	Road tax.	Total tank wagon.	Service station
Greater N. Y. C.	12.3	2	14.3	16.3
Syracuse	13.8	2	15.8	17.8
Rochester	13	2	15	17
Buffalo	12.8	2	14.8	16.8
Albany	13.6	2	15.6	17.6
Burlington, Vt.	14.3	4	18.3	20.3
Manchester, N. H.	13.4	4	18.4	19.4
Augusta, Me.	14.8	4	18.8	19.8
Boston, Mass.	12.5	2	14.5	16.5

Pennsylvania

	Net tank wagon	Total service station
Pittsburgh	15	21
Philadelphia	15	21
Allentown	15	21
Erie	15	19
Scranton	15	21

Prices in Other Markets

	Net tank wag'n	Road tax.	Total tank wagon.	Service station
Atlantic City	14.5	2	16.5	18.5
Newark	13.5	2	15.5	17.5
Annapolis	14.0	4	18.0	20.0
Baltimore	13.2	4	17.2	19.2
Cumberland	15.0	4	19.0	21.0
Washington	13.7	2	15.7	17.7
Danville	14.8	5	19.8	21.8
Norfolk	13.3	5	18.3	20.3
Petersburg	14.3	5	19.3	21.3
Richmond	13.7	5	18.7	20.7
Roanoke	15.0	5	20.0	22.0
Charleston	14.5	4	18.5	20.5
Kerser	15.1	4	19.1	21.1
Parkersburg	13.2	4	17.2	19.2
Wheeling	14.4	4	18.4	20.4
Charlotte	15.3	5	20.3	22.3
Hickory	15.8	5	20.8	22.8
Mount Airy	15.5	5	20.5	22.5
Salisbury	15.7	5	20.7	22.7
Charleston	13.3	6	19.3	21.3
Columbia	15.2	6	21.2	23.2

Two cents per gallon discount off gasoline tank wagon price to dealers and commercial buyers.

LUBRICATING OILS

All prices cooperage f. o. b. New York.
(1-inch immersion test.)

Filtered D. 600.....	39¾—	..
Filtered E. 600.....	34½—	35
Unfiltered, 600 S. R.....	30 —	30½
Unfiltered, 650 S. R.....	36 —	..
600 Flash, S. R.....	38½—	..
650 Flash	42½—	..
Bright stock	46½—	47

RED ENGINE OILS—
(Viscosity at 100.)

300	No. 6½ color.....	20	—21
250	No. 6 color.....	..	—17½
200	No. 6 color.....	..	—16½

PALE ENGINE OILS—
(Viscosity at 100.)

230	No. 3¾ color.....	..	—23
180	No. 3¼ color.....	..	—19
100	No. 2¼ color.....	..	—15½

MOTOR OILS—
(Viscosity at 100.)

600	No. 7 color.....	..	—30
500	No. 7 color.....	..	—26½
400	No. 6½ color.....	..	—23
300	No. 6 color.....	20	—21
200	No. 6 color.....	18	—20½
Veterinary		2⅞	— 8

PERFECT CIRCLE REPORTS LARGE GAIN IN EARNINGS; TEETOR SEES GOOD YEAR

New York, March 6.—The Perfect Circle Company reports a net income of $901,320 for the year ended December 31, 1929, after all charges and deductions, including taxes and depreciation, or $5.54 per share on the 162,500 shares of stock outstanding, compared with $772,195, or $4.75 per share, for the year 1928.

In issuing the earnings figures for 1929, C. N. Teetor, president of the company, pointed out the excellent financial condition of the company. During the year current assets, including Liberty bonds, increased from $1,051,988 to $1,453,940, with current liabilities decreasing from $306,973 to $271,123, of which 77 per cent. was accrued taxes and a declared quarterly dividend. The present ratio of current assets to current liabilities is 5.4 to 1. Cash and Liberty bonds totaled $331,553, or an increase of 23 per cent. over 1928.

During the year 40,239,000 piston rings were manufactured and shipped, 12,644,000 of which went to some 500 automotive equipment jobbers for replacement purposes. The replacement sales, which is a major part of the company's business, showed an increase for the year 1929 of 32 per cent. over 1928.

In commenting on the prospects of the company for 1930, Mr. Teetor stated: "I believe that 1930 will be a prosperous year. Never before has such public acceptance been shown for our product. With most of the car manufacturers specifying Perfect Circle rings as original equipment and with the country's leading automotive jobbers representing us in the principal trading centers, 1930 should be one of our best years."

SCRAP METALS

	Buying	Selling
Aluminum—		
Cast scrap	11½—12	13 —13½
Sheet scrap	12 —12½	13¼—13¾
Clippings	15 —15¼	16½—17¼
Copper—		
Heavy mach. comp.	10¾—11¾	12 —12½
Heavy and wire....	13½—13⅝	14¼—14⅜
Light and bottom..	13 —12¼	12⅜—13
Auto radiators	8¼— 8½	9 — 9¼
Heavy cut and cru.	13½—13⅝	14⅜— 15
Brass, heavy	8 — 9¼	9½— 9¾
Brass, light	7⅞— 7½	8 — 8¼
No. 1 cl. brass turn.	9¼— 9½	10 —10½
No. 1 comp. turn...	10 —10⅜	10½—11
Lead—		
Tea lead	1⅞— 2⅜	3½— 3⅝
Lead, heavy	4½— 4⅝	5¼— 5½
Stereotype	5⅞— 6⅛	6¾— 7
Electrotype	4¼— 4⅜	5 — 5⅜
Battery lead	2 — 2¼	2⅜— 2⅝
Mixed babbitt	4⅜— 4⅝	5¾— 6¼
Zinc—		
Zinc scrap	3¼— 3⅜	3¾— 3⅞
New zinc cuttings..	4 — 4½	5⅛— 5¼
Tin—		
Block tin, scrap....	33⅛—33¾	34¼—35¾
Siphon tops	20¾— 21	23½—24¼
Tinfoil, pure	22⅝— 24	24⅜—26¼

CLARK

SPEED TRUCKS require light strong wheels and single-reduction bevel-gear axles. Outstanding popularity in this field has been won — deservedly — by

CLARK AXLES and METAL WHEELS

CLARK EQUIPMENT COMPANY
Buchanan Michigan

AXLES Front & Rear
WHEELS Single or Dual Tire
CAST STEEL HOUSINGS
TRANSMISSIONS

U. S. RUBBER MAKES BETTER SHOWING

Deficit Cut in 1929 Despite Heavier Expenses

NEW YORK, March 6.—Operations of the United States Rubber Company during 1929 returned a net income of $3,297,335, after interest and depreciation, but before adjustment of the value of rubber in inventories and extraordinary expenses incurred during the year.

The decline in the market price of crude rubber to 16 cents a pound at the close of the year caused an adjustment of $2,721,326, leaving net income for the year of $576,009 before extraordinary expenses. Provision for depreciation of plants was increased $1,490,421, extraordinary expenses amounted to $2,464,000, making a total of $3,954,421, which resulted in a deficit of $3,378,412, as compared with a deficit of $10,000,000 in 1928. Provision was also made for extraordinary charges to be incurred in connection with future changes in organization and for contingencies of $4,000,000.

Net sales for the year, after all discounts and allowances, amounted to $192,962,040, as compared with $193,480,121 in 1928.

Sales of waterproof footwear showed improvement over 1928, both in dollar value and units, as did sales of Keds, the rubber soled canvas shoe. Sales of products for industrial uses also showed satisfactory improvement.

Sales of tires, expressed in units, were higher, but lower selling prices caused a reduction in dollar volume. Tire sales, particularly to automobile manufacturers for original equipment, were appreciably lower in the latter months of the year.

Export sales showed a substantial increase.

During 1929 the company underwent certain changes in organization designed to improve its operating conditions and general financial and business structure. A departmental form of organization was installed, with corresponding changes in personnel and realignment of production and distribution activities.

During the year six factories were closed and plans are under way to continue the concentration of the manufacturing and distributing operations of the company. These obsolete factories, including those long since closed, are being offered for sale. The concentration of these manufacturing activities and the reconstruction of the organization have necessitated extraordinary expenses for the moving and disposition of equipment, inventories and men, and have resulted in temporarily higher costs. Since all projected improvements have not been completed, these unusual expenses will continue during the year 1930.

No changes have been made, or will be made, according to F. B. Davis, Jr., president of the company, unless decided improvement in operations is evident and benefits due to such changes should result in improvement of earnings in future years.

In October, 1929, the stockholders approved the bonus and managers shares plan. The initial steps in connection with these plans are being taken but no distribution of bonus was made during the year, as earnings were not available.

The net earnings of the plantations of the company in 1929 amounted to $666,044, after ample reserves and all other charges. These profits were not included in the profits of the United States Rubber Company.

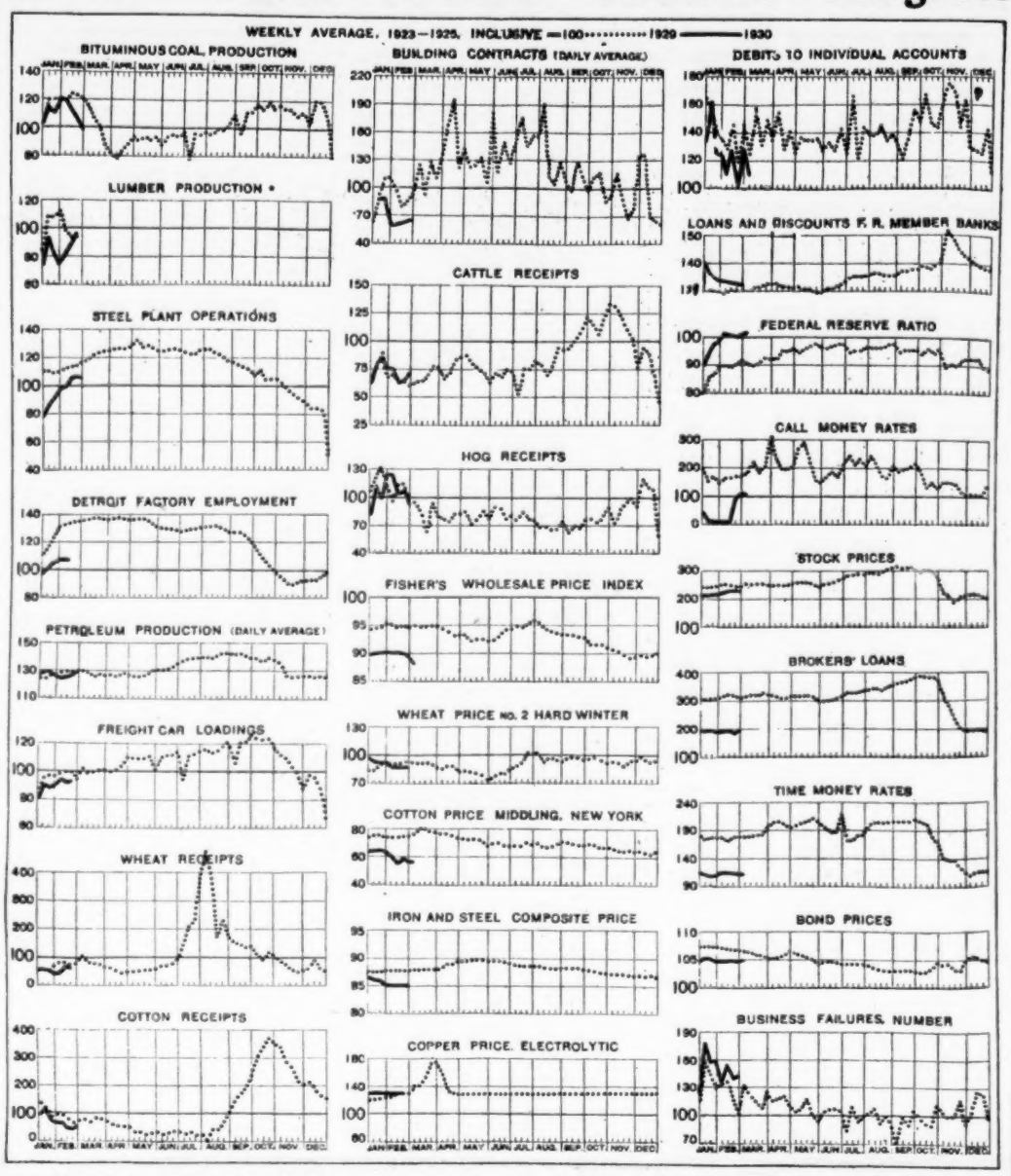
The company continues to maintain its pre-eminent position in the production of crude rubber. The largest plantation unit, consisting of more than 46,400 acres in tapping, now yields 570 pounds an acre per year, as compared with 386 pounds, the average obtained by the rubber producing industry as a whole.

While the company operated at a deficit last year, the financial condition of the corporation is excellent and its future extremely bright. It is now engaged in a program that is certain to be of immense value in the coming years and the money now being spent in this direction will come back many fold, in the opinion of the students of the industry.

NEW WASHING PLANT

Pittsburg, Pa., March 6.—The U. S. Motor Service Company is erecting a modern new automobile washing plant at a cost of $75,000 at 512 Penn Ave., Wilkinsburg. It will be ready for occupancy about May 1.

U. S. Charts Week's Business Progress



Above is reproduced this week's chart of business trends issued yesterday by the Department of Commerce at Washington. These charts are now appearing regularly in Automotive Daily News.

Accessory, Parts Makers Show Big Earnings Gains

(Continued from Page 1)

earned in 1928, these declines being offset by a large margin by the twenty companies showing increased earnings.

While the 1929 gains over the preceding year were, for the most part, small, several large increases were shown. Notable among these was the increase in net profits of the American Chain Company from $410,842 in 1928 to $3,279,341 in 1929. This company had nothing available for its common stock at the close of 1928 but was able to show $10.12 per share net in 1929.

Another outstanding increase was established by the Budd Wheel Company, with a net profit in 1929 of $1,791,009, as compared with $227,499 in 1928. The Budd Manufacturing Company also set up a big increase, with a net profit of $2,307,142, as compared with $1,014,731 in the year before.

Substantial increases were shown by Ainsworth Manufacturing Company, Bower Roller Bearing, Briggs & Stratton, City Machine and Tool Company, Modine Manufacturing, Motor Wheel, Raybestos-Manhattan, Inc., Trico Products and L. A. Young Spring and Wire.

The following compilation shows the comparative net profits of the twenty-four companies for 1929 and 1928, with the comparative net profit for share:

	Net Profits 1929	Net Profits 1928	Net Profit per share 1929	Net Profit per share 1928
Ainsworth Manufacturing	$1,040,129	$633,573	$6.47	$4.13
American Chain	3,279,341	410,842	10.12	Nil
Bower Roller Bearing	240,986	45,709	1.00	.28
Briggs & Stratton	1,499,918	1,007,441	4.99	3.35
Budd Manufacturing	2,307,142	1,014,731	1.73	1.27
Budd Wheel	1,791,009	227,499	1.84	Nil
Bullard	993,037	1,412,079	3.60	5.12
Campbell, Wyant	1,278,652	1,574,309	3.67	4.99
City Machine	716,330	424,059	4.78	2.83
Eaton A. & [illegible]	1,507,706	1,429,054	5.02	5.49
Evans Auto [illegible]	802,399	760,050	3.28	3.80
Federal Mogul	305,764	455,963	2.35	3.50
Link Belt	3,484,686	3,241,823	4.54	4.21
Marlin-Rockwell	2,707,405	2,511,897	7.43	6.94
Midland Steel	2,555,424	2,429,773	10.32	9.82
Modine Manufacturing	882,224	536,282	8.40	5.36
Motor Wheel	3,479,664	2,915,044	4.22	4.24
Murray Corporation	1,308,191	1,812,426	1.69	3.33
National Acme	2,101,355	1,209,114	4.20	2.42
Raybestos-Man.	3,206,294	2,465,586	4.74	3.64
Ross G. & T.	565,581	751,351	3.77	5.01
Thompson Products	1,231,235	1,073,513	4.58	3.98
Trico Products	2,249,948	1,778,475	6.66	6.48
Young Spring and Wire	2,213,026	1,375,664	5.36	4.54
Totals	$41,747,496	$31,996,257		

NEW JERSEY PLANS TAX ON INTERSTATE BUSES

Trenton, N. J., March 6.—Recommendations of the Tax Survey Commission contained in a bill introduced in the Assembly by Russel B. Wise, Republican floor leader, would levy an excise tax of a half-cent per mile upon buses operating interstate. The measure was drawn by members of the commission who revised a 1927 statute, found unconstitutional by the courts because it taxed freight traffic as well as buses.

The present bill is modeled on a Connecticut statute which was upheld by the United States Supreme Court. Members of the commission believed discrimination could not be charged against interstate bus operators because the proposed tax approximates the rate now charged buses operating solely within the state boundaries, which are assessed a franchise tax of 5 per cent. of gross receipts.

CAMPBELL NEW DE SOTO MANAGER AT DALLAS

Dallas, Tex., March 6.—M. A. Campbell, an automobile man of many years' experience, has been appointed district manager for the De Soto Motor Corporation here. He is taking the post made vacant by the resignation of Lee Francis, who has joined the Dodge dealership at San Antonio as general manager. Mr. Campbell has been in the automobile business for twenty years.

PACKARD GETS APPROVAL OF DIESEL AIRCRAFT ENGINE

Detroit, March 6.—Packard Motor Car Company has been notified that an approved type certificate for the Packard Diesel aircraft engine with an official rating of 225 horse power at 1,900 r. p. m. has been issued by the United States Department of Commerce and the concern is now in a position to market its new motor, according to Alvan Macauley, president.

NEW SPECIAL DELIVERY OFFERED BY AUSTIN

(Continued from Page 1)

size general delivery car do much better. The specializing merchant needs a car that has the lowest possible operating cost per delivery, that can make the best possible time through traffic, and that puts up the smartest possible 'front' in advertising his business to the public.

"Every one knows that traffic congestion and its resulting delays cause untold inconvenience in delayed deliveries. Yet few people stop to think what these delays mean to the merchant in dollars and cents. A recent government study on the subject of traffic congestion and its effect on retail business estimates that delays in the delivery of merchandise and other factors brought about by the traffic situation cost a city of 175,000 population about $35,000 a day, or over $10,000,000 a year. That's something to think about.

"With the introduction of the bantam Austin Special Delivery this spring, the retail merchant will find in this single unit of transportation the solution of all these specialized delivery problems. First, as to economy: The bantam car will list for less than $450, and will run at a cost of less than a cent a mile for gas, oil, and tires. Second, as to flexibility: The bantam Austin with its surprisingly low operating costs, will enable the merchant to send his car out to make a single delivery without involving noticeable expense. Hitherto, with the larger, more expensive delivery unit, it was necessary for the sake of economy to wait until a number of orders had accumulated before sending the driver on his route.

"Then, too, the parking problem will be immediately ameliorated by the Austin Special Delivery. The problem of where to park the ordinary commercial vehicle, even for a brief few minutes, is becoming greater and greater in most of our cities."

It is announced that except for the body design, which is distinctively American in smartness, the American Austin is a duplicate of the Austin of international fame. But every part of the bantam Austin will be made by American workmen in American factories, financed and controlled by American capital.

THOMPSON PRODUCTS, INC., BOOSTS PRODUCTION 17%

Cleveland, March 6.—Production during the month of February was stepped up 17 per cent. over January, according to an announcement made today by Frederick C. Crawford, vice-president and general manager of Thompson Products, Inc. Plants are now running 75 per cent. of capacity.

Included in February's business were valve orders from Buick for 273,000; Graham-Paige, 232,000; Oldsmobile, 172,000, and Oakland, 92,000. Large releases were also made to Chrysler and International Harvester.

The schedule for March has not yet been made out, but there are enough orders on the company's books to maintain the present rate of production, Crawford stated. Car manufacturers expect to consume surplus stock on hand the latter part of this month, and business for parts concerns should show an upward trend in April.

WILCOX-RICH REPORTS PROFIT OF $1,406,925

New York, March 6.—Pamphlet report of the Wilcox-Rich Corporation and subsidiaries shows net profit of $1,406,925 for 1929, after interest, depreciation, Federal taxes, etc., equivalent, after deducting $285,880 dividends paid on the $2.50 convertible Class A stock during the year, to $3.45 a share on 324,615 shares of no-par Class B stock outstanding at end of year. In 1928 the predecessor company reported net profit of $1,158,298, equal, after allowing for dividend requirements on 167,000 shares of Class A stock, to $3.52 a share on 210,000 shares of Class B stock then outstanding.

BALTIMORE NEW CAR SALES ARE EQUAL TO YEAR AGO

Baltimore, Md., March 6.—Sale of new cars in Baltimore during the month of February was practically the same as during the same month last year, according to figures compiled by the Automobile Trade Association of Maryland.

In Baltimore there were 1,339 new car sales during February, 1930, compared with 1,340 during the same month last year.